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(7021.)

CORRESPONDENCE

RESPECTING

EASTERN SANITARY REFORMS AND RED SEA LIGHTS.

[In continuation of "Correspondence respecting Egypt Quarantine Board and Eastern Lights," Confidential Paper No. 6969.]

May to December 1897.

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ERRATA.

Page 64, No. 54, line 2. For "annex" read "amend."
Page 95. Cancel foot-note (†).
Page 97, No. 107, line 1. For "12th ultimo" read "24th ultimo."
Page 99, No. 111, line 1. For "16th instant" read "17th instant."
Page 215, No. 213. The telegram is not *from* Mr. Howard at Venice, but is addressed *to* Mr. Howard from Foreign Office, November 17, 1897.
Page 247, No. 233. The No. of the despatch should be No. 83, Commercial, not No. 72.

Printed for the use of the Foreign Office. May 1898.

CONFIDENTIAL.

Correspondence respecting Eastern Sanitary Reforms and Red Sea Lights.

[In continuation of "Correspondence respecting Egypt Quarantine Board and Eastern Lights," Confidential Paper No. 6969.]

No. 1.

Foreign Office to Indian Tea Association.

Sir, *Foreign Office, May* 3, 1897.

I AM directed by the Marquess of Salisbury to acknowledge the receipt of your letter of the 21st ultimo with reference to the prohibition issued by the Russian authorities against the importation of Indian tea at the Port of Batoum.

In reply, I am to state that his Lordship will instruct Her Majesty's Ambassador at St. Petersburgh to take a favourable opportunity of representing in the proper quarter that as the Port of Calcutta is so far distant from the infected districts the prohibition seems unnecessary.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 2.

Foreign Office to Local Government Board.

Sir, *Foreign Office, May* 4, 1897.

WITH reference to my letter of the 24th ultimo:

I am directed by the Marquess of Salisbury to state that a despatch has been received from Her Majesty's Consul-General at Alexandria, transmitting an advertisement (of which copies are inclosed) issued by the Quarantine Board for two medical officers at Suez to fill up the vacancies caused by the resignation of Dr. Attfield and Dr. Gauthier.

I am to inquire whether the Local Government Board can suggest a competent English medical man to be recommended to Lord Cromer as being qualified to take Dr. Attfield's place.

Dr. Gauthier will be succeeded by a Frenchman.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 3.

Foreign Office to Lloyd's.

Foreign Office, May 4, 1897.

Sir,

I AM directed by the Marquess of Salisbury to acknowledge the receipt of your letter of the 29th ultimo with regard to the lighting of the Red Sea.

I am to state, in reply, that, as soon as any decision is come to as to the erection of lighthouses, the Committee of Lloyd's will be informed.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 4.

Local Government Board to Foreign Office.—(Received May* 5.)

Whitehall, May 4, 1897.

Sir,

I AM directed by the Local Government Board to acknowledge the receipt of your letter of the 23rd ultimo, transmitting an extract from the "Journal Officiel" containing a Presidential Decree relating to the sanitary measures to be applied in France and Algeria to ships arriving from countries infected with bubonic plague.

In reply, I am to forward to you, for the information of the Marquess of Salisbury, the inclosed copy of a Minute on the subject by the Board's medical officer, Dr. Thorne Thorne.

I am, &c.

(Signed) H. C. MONRO,
Assistant Secretary.

Inclosure in No. 4.

Minute by Dr. Thorne Thorne.

I REGRET to be of opinion that the terms of the French Presidential Decree do not go beyond that which must be regarded as permissible under the Venice Convention, 1897.

The articles immediately in question are "laines manufacturées" and "linges de corps . . . . vêtements . . . . objets de literie . . . . n'ayant pas servi."

There is no actual prohibition with regard to any of these articles, and I take it, therefore, that they come, as regards the restrictions imposed, under the "Article II.—Désinfection." The second paragraph of this Article runs as follows:—

"*Marchandises.*—La désinfection ne sera appliquée qu'aux marchandises et objets que l'autorité locale considérera comme contaminés, ou à ceux dont l'importation peut être défendue."

As regards "laines manufacturées," a number of the Delegates to the Conference desired to impose either an obligatory or a permissive prohibition, but this was fortunately not assented to, and "laines brutes" alone come within the clause as to permissive prohibition. But, the British delegation having successfully contended against the obligatory prohibition of any single article of merchandize, and having done much to limit the number of articles to which even a permissive prohibition could attach, did not feel able to contend against the view that any Government might, if they so desired, require the disinfection of any article of merchandize which they chose to regard as contaminated, *i.e.*, infective.

Hence, the second paragraph of the Article I have quoted, and it is, I assume, under this paragraph that the requirement as to the disinfection of "laines manufacturées" is made. We did not oppose this paragraph; indeed, although we differ in this country very much from France and other countries as to the stringency with which we apply one and the same power, yet the order as to plague, yellow fever, and cholera for England and Wales retains for English Sanitary authorities a very similar discretion.

With reference to the other articles quoted, namely, "linges de corps, vêtements, and

* Sent to Paris, May 8, 1897.

literies n'ayant pas servi," it will be observed that as regards "linge sale . . . . vêtements et objets qui font partie de baggages . . . ." disinfection is already obligatory under section 1 of "Article II.—Désinfection," and I am of opinion that it was not the desire of the Conference that the same class of articles, when new, should likewise be subjected to the same process. But, having regard to the terms of the second paragraph, already quoted, I do not well see how it can be contended that a Government is deprived of the right of requiring these articles to be disinfected, if they decide to regard them as capable of conveying infection, and this the more so, as they are not included in the sixth paragraph of the same Article, which specifies certain articles which may not be subjected to any process of disinfection.

The real point on which I could join issue with those who have advised the French Government in this matter is as to the reasonableness of holding such articles as are in question to be "contaminés" in reference to plague; but I fear that we must concede the right to this strained interpretation of the paragraph which has governed their action.

(Signed) R. THORNE THORNE.

April 30, 1897.

No. 5.

India Office to Foreign Office.—(Received May 5.)

India Office, May 4, 1897.

Sir,

WITH reference to Mr. Villiers' letter, dated the 21st April last, inquiring, in behalf of the Belgian Minister, as to the precise area and ports in India that are infected by plague, I am directed by the Secretary of State for India to state that the Government of India telegraphed on the 1st May as follows:—

"The whole of Bombay Presidency and Sind, except extreme east of the latter, may be considered infected. No other part of India infected, but eight local cases have occurred at Hardwar, 1,000 miles from coast.

"No ports trading with Europe in Bombay Presidency and Sind uninfected, and none in Madras Presidency, Bengal Presidency, or Burmah are infected."

I am, &c.

(Signed) A. GODLEY.

No. 6.

Colonial Office to Foreign Office.—(Received May 6.)

Downing Street, May 5, 1897.

Sir,

WITH reference to the two letters from this Department of the 13th March regarding the adhesion of the Colonies to the proposed Venice Convention, and to your communication of the 28th ultimo, transmitting a printed copy of the Report of the British Delegates to the International Sanitary Conference at Venice, forwarding the Convention, I am directed by Mr. Secretary Chamberlain to ask that this Department may be furnished with a copy of the "Procès-verbal de Signature," in order that the Secretary of State may ascertain exactly which of the Colonies are bound by the Convention.

I am further to ask that 200 copies (without the heading "Confidential, &c.") of the printed document, inclosed in your note under reference, may be supplied to this Department for transmission to colonial Governors.

I am, &c.

(Signed) JOHN BRAMSTON.

No. 7.

*The Marquess of Salisbury to Sir P. Currie.**

(No. 45. Commercial.)

Foreign Office, May 6, 1897.

Sir,

I TRANSMIT to you herewith a copy of the Report of the British Delegates at the International Sanitary Conference recently held at Venice, together with a copy of the Convention signed by the Representatives of eighteen Governments, and of the Regulations agreed upon to prevent the introduction and propagation of the plague.

I request that you will inform me whether you concur in the conclusions arrived at by the Conference in so far as they relate to Turkey.

I am, &c.

(Signed) SALISBURY.

No. 8.

Foreign Office to Colonial Office.†

Foreign Office, May 6, 1897.

Sir,

I AM directed by the Marquess of Salisbury to transmit to you herewith a copy of the Report of the British Delegates of the International Sanitary Conference recently held at Venice, together with a copy of the Convention signed by the Representatives of eighteen Governments, and of the Regulations agreed upon to prevent the introduction and propagation of the plague.‡

[§The attention of the Secretary of State for the Colonies is called to the fourth Declaration made at the last sitting of the Conference, urging that the preventive measures adopted against the plague by the Crown Colonies of Malta and Gibraltar and by Cyprus should be in accordance with the resolutions embodied in the Convention of Venice.]

I am to request that Lord Salisbury may be informed whether the Secretary of State for India in Council approves the terms of the Convention and the Regulations thereto annexed, and concurs in its ratification.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 9.

Sir C. Cookson to the Marquess of Salisbury.—(Received May 7.)

(No. 36. Commercial.)

Alexandria, April 30, 1897.

My Lord,

I HAVE the honour to transmit herewith a copy of a Report by Mr. Vice-Consul Alban on the extraordinary meeting of the Quarantine Board held on the 27th instant, at which it was decided, at the suggestion of the President, to appoint a Commission to inquire generally into the state of the finances and administration, and the condition of the existing quarantine establishments in Egypt.

I have, &c.

(Signed) CHAS. A. COOKSON.

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* Also to Lord Cromer (No. 41, Commercial).

† Also to India Office, Board of Trade, and Local Government Board.

‡ See "Correspondence respecting the Conference held at Venice in 1897 relative to the Plague in the East," No. 449.

§ Omitted in letters to India Office, Board of Trade, and Local Government Board.

Inclosure in No. 9.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, April 28, 1897.

Sir,

I HAVE the honour to report that an extraordinary meeting of the Quarantine Board was held yesterday.

The first question on the "ordre du jour" had reference to the new buildings at Tor. The President stated that he had spoken unofficially to the Under-Secretary of the Public Works Department, and as a result of their conversation he suggested that the Board should request the Egyptian Government to allow the plans and specifications to be drawn up by the Public Works Department, who would then invite tenders, the buildings to be constructed under the supervision of an architect-engineer attached to the Public Works Department.

By this means much time would be saved and the work would be executed more efficiently and satisfactorily than would be the case if it were carried out by the Board itself.

The Board decided that the President should write to the Egyptian Government in the above sense.

Dr. Ruffer then made a long statement, in the course of which he pointed out numerous defects in the present quarantine establishments, especially in the cattle stations. He also showed the necessity of thoroughly examining into the finances and administration of the Board, with a view to introducing reforms, and with this object suggested that a Commission composed of himself, the Inspector-General, and three members should be appointed by the Board to make an exhaustive inquiry into the whole question and report to the Board.

The Board decided unanimously to appoint a Commission. There was a somewhat long discussion as to whether the existing Committees of Finance, Regulations and Ameliorations should appoint the three members, or whether the Board itself should do so, there being an evident desire on the part of some of the Delegates to exclude a certain Delegate. Finally, it was decided that the Board should make the appointment. The three members elected were Counsellor Oppenheimer (Austrian), Dr. Duca (Turkey), and Dr. Legrand (France). These, with the President and Inspector-General, will form the Commission.

The Report of the Commission will probably be of some value, as showing clearly what remains to be done, when we have the means, in order to make the service really efficient, while they will be able to point out certain economies which can be effected in the present expenditure.

I have, &c.

(Signed) ARTHUR D. ALBAN.

No. 10.

*Viscount Gough to the Marquess of Salisbury.**—*(Received May 7.)*

(No. 109. Commercial.)

Berlin, May 5, 1897.

My Lord,

WITH reference to my despatch No. 60, Commercial, of the 25th March last, I have the honour to state that I have this day received a note from Baron von Rotenhan, informing me that in future articles specified in the Imperial Order of the 8th February last (see No. 37 of the 10th February), which have been shipped in India before the outbreak of the plague, and have been since warehoused in England, will be admitted into Prussian ports on condition that proof of the above is provided under the certificate of the local Imperial Consul or the attestation of the police officials or Chamber of Commerce in the port of lading, certified by the Consul.

In the case of untanned air-dried hides there is naturally no necessity for such a certificate, in view of the exception made in favour of this Article, communicated in my despatch No. 94 of the 28th ultimo.

I have, &c.

(Signed) GOUGH.

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* Copies to India Office, Colonial Office, Board of Trade, and Messrs. Landauer and Co., May 10, 1897.

No. 11.

Viscount Gough to the Marquess of Salisbury.—(Received May 7.)*

(No. 110. Commercial.)

My Lord, *Berlin, May 5, 1897.*

WITH reference to your Lordship's despatch No. 32, Commercial, of the 3rd ultimo, I have the honour to inform your Lordship that I have received a note from Baron von Rotenhan, expressing his regret that the Imperial Government is unable to remove the restrictions of imports from Hong Kong.

As appears from telegrams which have lately been received here, the plague is admitted to have disappeared from Hong Kong, but the infection has lately broken out in the south of Formosa, and cases of plague have lately appeared in Makao and Swatow, in the neighbourhood of Hong Kong. Under these circumstances, the Imperial Government is of opinion that there is danger of infected articles (of the nature described in section 1 of the Order of the 8th February) being imported into Hong Kong, and from thence transhipped to German ports.

I have, &c.
(Signed) GOUGH.

No. 12.

Sir C. Cookson to the Marquess of Salisbury.—(Received May 7.)

(Telegraphic.) *En clair.* *Alexandria, May 7, 1897.*

QUARANTINE Board will shortly hold meeting to discuss provisional adoption conclusions recent Conference. Is Alban authorized accept provisional application of the whole Convention?

No. 13.

The Marquess of Salisbury to Sir C. Cookson.

(Commercial.)
(Telegraphic.) P. *Foreign Office, May 8, 1897.*

HER Majesty's Government are now considering the Venice Convention, but if Lord Cromer sees no objection the British Delegate on the Sanitary Board should vote for its provisional adoption.

No. 14.

Mr. C. Hardinge to the Marquess of Salisbury.—(Received May 10.)

(No. 38.)

My Lord, *Tehran, April 10, 1897.*

I HAVE the honour to transmit herewith to your Lordship copy in translation of a note which I have received from the Mushir-ed-Dowleh, expressing the desire of the Persian Government to be represented on the Board of the Egyptian Sanitary Council, and asking that Her Majesty's Government will negotiate with that of the Khedive for the admittance of a Persian representative.

I have, &c.
(Signed) CHARLES HARDINGE.

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* Sent to Colonial Office, May 10, 1897.

Inclosure in No. 14.

The Mushir-ed-Dowleh to Mr. C. Hardinge.

(Translation.)

Sir, *Tehran, April 8, 1897.*

I HAVE no doubt that you are well acquainted with the interest the Persian Government take in the Conseil de Santé in Egypt on account of the Persian pilgrims going to Mecca or travelling in that country. The Persian Government being represented in the Conseil de Santé at Constantinople, I have no doubt that you will not admit that the Persian representative should be excluded from the Conseil de Santé in Egypt, and the Persian Government have full confidence that the British authorities will, in view of obtaining a satisfactory result, negotiate with the Khedive's Government for the admission of the Persian representative into the Conseil de Santé in Egypt.

I avail, &c.
(Signed) MOHSIN KHAN.

No. 15.

Mr. C. Hardinge to the Marquess of Salisbury.—(Received May 10.)

(No. 7. Commercial.)

My Lord, *Tehran, April 17, 1897.*

WITH reference to my despatch No. 6, Commercial, of the 18th March, I have the honour to transmit to your Lordship herewith a Report drawn up by Dr. Odling, Physician to Her Majesty's Legation, regarding the working of the quarantine arrangements during the past month.

I have, &c.
(Signed) CHARLES HARDINGE.

Inclosure in No. 15.

Dr. Odling to Mr. C. Hardinge.

Sir, *Tehran, April 16, 1897.*

I HAVE the honour to report that during the past month there has been no material change in quarantine arrangements in Persia, the various recommendations relating to the cleansing of Tehran have not been commenced and the other towns of Persia no doubt remain as they were.

The International Sanitary Board at Constantinople ordered Da Campo-Sanpiero, who had long been stationed in Tehran, to proceed to Baghdad and Bussorah, from the latter place he went on to Bushire, and is to visit the different ports in the Persian Gulf to report how Quarantine Regulations are being carried out. The various Russian doctors have reached their destinations.

A few days ago the Ministers of His Imperial Majesty the Shah met in Council to consider the recommendation made by the International Conference at Venice last February with regard to the establishment of a quarantine station on the Island of Hormuz. I am informed that the Council did not approve of this spot on the ground that it would be out of the beaten track for vessels going direct to Bushire or Bussorah, and also because the water supply was insufficient; they recommended a site near the town of Iask, which is about 6 miles north of Cape Iask, it is at this latter point that the Indo-European Telegraph Station is established.

I have, &c.
(Signed) TOM F. ODLING.

No. 16.

The Marquess of Salisbury to Baron Whettnall.

Foreign Office, May 10, 1897.

Sir,

IN reply to your letter of the 15th ultimo, I have the honour to state that I am informed by the Secretary of State for India that the precise area and ports in India infected by the plague are the whole of the Bombay Presidency and Sind, except the extreme east of the latter. No other part of India is infected, but eight local cases have occurred at Hardwar, 1,000 miles from the coast.

No ports trading with Europe in Bombay Presidency and Sind are uninfected, and none in the Madras Presidency, Bengal Presidency, or Burmah are infected.

I have, &c.

(Signed) SALISBURY.

No. 17.

Foreign Office to Colonial Office.

Foreign Office, May 10, 1897.

Sir,

IN reply to your letter of the 5th instant with regard to the adhesion of the Colonies to the Venice Sanitary Convention, I am directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Secretary of State for the Colonies, copy of the "Procès-verbal de Signature" of the Venice Conference,* on p. 5 of which will be found the declaration made by the principal British Delegate on the subject at the sitting of the 19th March.

I am to request that this paper may be returned to this Department.

With regard to the report of the British Delegates, I am to state that 200 copies will be printed, as requested, for transmission to Colonial Governors, and will be forwarded to you as soon as they are ready.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 18.

Foreign Office to India Office.

Foreign Office, May 10, 1897.

Sir,

IN reply to your letter of the 4th instant, on the subject of the prohibition issued by the Russian Government against the importation of Indian tea at the port of Batoum, I am directed by the Marquess of Salisbury to state to you, for the information of the Secretary of State for India, that in consequence of a letter which was received from the Committee of the Indian Tea Association, Her Majesty's Ambassador at St. Petersburgh was instructed on the 3rd instant to take a favourable opportunity of making representations in the proper quarter with a view to the removal of these restrictions.

A copy of your letter will also be sent to his Excellency.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 19.

The Marquess of Salisbury to Lord Cromer.

(No. 47. Commercial.)

Foreign Office, May 14, 1897.

My Lord,

I HAVE received a despatch, copy of which is inclosed, from Her Majesty's Chargé d'Affaires at Tehran,† inclosing the translation of a note from the Mushir-ed-

* See "Correspondence respecting the Conference held at Venice in 1897 respecting the Plague in the East," p. 304*.

† No. 14.

Dowleh, in which he expresses the desire of the Persian Government to be represented on the Board of the Egyptian Sanitary Council, and asks that Her Majesty's Government will approach the Egyptian Government with that object.

I request that your Lordship will furnish me with your views as to the desirability of complying with the request of the Persian Government.

I am, &c.

(Signed) SALISBURY.

No. 20.

Sir C. Cookson to the Marquess of Salisbury.—(Received May 17.)

(No. 37.)

Alexandria, May 8, 1897.

My Lord,

I HAVE the honour to forward herewith a copy of a report by Mr. Vice-Consul Alban on a meeting of the Quarantine Board held on the 4th instant, at which—

1. The staff of the quarantine camp at Tor was nominated.

2. The Regulations of the recent Venice Convention for the return pilgrimage for 1897 were adopted provisionally.

3. A protest made by the French Delegate against the decision of the Board respecting the British transport "Dilwara" was read.

4. The plans and their submission to the Ministry of Public Works presented by the "Commission des Améliorations" for the disinfecting establishments and new quarantine parks were approved.

5. The election of members for the "Comité Permanent" took place.

The suggestion by Mr. Alban that telegraphic instructions should be obtained as to the general provisional application of the Rules of the recent Venice Convention was carried out by my telegram to Foreign Office of the 7th instant.

I have, &c.

(Signed) CHAS. A. COOKSON.

Inclosure in No. 20.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, May 7, 1897.

Sir,

I HAVE the honour to report that a meeting of the Quarantine Board took place on the 4th instant.

The staff of the quarantine camp at Tor was nominated. There will be six doctors in addition to the Director, Dr. Zacchariadis. Of these, five are natives of Egypt, and one, Dr. Chilton, is an Englishman. The latter's duty will be to thoroughly examine and report upon the sanitary condition of all pilgrim vessels arriving at Tor.

The Board, after some discussion, adopted provisionally the Regulations for the return pilgrimage (in the event of plague breaking out in the Hedjaz), as drawn up by the recent Venice Convention. I voted in favour of the proposal according to the instructions contained in Sir T. Sanderson's despatch of the 23rd ultimo. In the event of plague not appearing in the Hedjaz, the ordinary Rules laid down by the first Venice Conference will be applied.

During the discussion, some doubts were raised as to whether the penalties prescribed for infractions could be enforced by the Board, the general opinion being that the penalties being provisionally adopted by the Board on its own authority they could not be enforced now.

The French Delegate then read a protest in the name of the French Government against the decision adopted by the Board with reference to the British hired transport "Dilwara." I am reporting separately on this subject.

Plans were presented by the "Commission des Améliorations" for the disinfecting establishments and hospital at Tor, and for the new quarantine parks for animals at Mex. These plans were approved by the Board, and will be submitted to the Ministry of Public Works, which will make the necessary technical alterations and superintend the construction of the buildings.

With regard to the defective constructions at Moses' Wells and Suez, it was decided to ask the Ministry of Public Works to appoint an architect-engineer to point out to the contractors the alterations which should be made and to superintend the proper execution of the work.

The election of two members and two substitutes for the "Comité Permanent" then took place, with the result that Dr. Kulp (Germany) and Dr. Demech (Holland) were elected as members, and Dr. Morrison (Sweden) and Dr. Zancarol (Greece) as substitutes.

During the meeting, the President proposed that an extraordinary meeting should be held shortly to discuss the advisability of adopting provisionally the Convention drawn up at the recent Venice Conference. It is now proposed to have this meeting on the 15th instant, and I shall be glad if you will obtain for me telegraphic instructions from the Foreign Office as to whether there is any objection to the provisional adoption of the whole Convention, or whether only certain portions should be applied until the Convention be ratified.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 21.

The Marquess of Salisbury to Sir Clare Ford.

(No. 6. Commercial.)
(Telegraphic.) P. *Foreign Office, May* 18, 1897, 8 P.M.

IN order that the necessary steps may be taken in Egypt, ask Italian Government to communicate officially, and without delay, to the Egyptian Government the results of the Venice Plague Conference.

No. 22.

The Marquess of Salisbury to Lord Cromer.

(No. 11. Commercial.)
(Telegraphic.) P. *Foreign Office, May* 18, 1897, 8 P.M.

COURSE recommended in your telegram of the 17th May is approved.

Italian Government will be requested to communicate officially, and without delay, to the Egyptian Government the results of the Venice Plague Conference.

No. 23.

Sir C. Cookson to the Marquess of Salisbury.—(Received May* 19.)

(No. 38. Commercial.) *Alexandria, May* 10, 1897.

My Lord,

WITH reference to my despatch No. 37 of the 8th instant, I have the honour to transmit herewith Mr. Alban's observations on the protest made by the French Delegate on behalf of his Government against the decision of the Quarantine Board relative to the British transport "Dilwara," which had a fatal case of plague on board, and which, as stated in Mr. Alban's Report of the 21st March last (inclosed in my despatch No. 25 of the 23rd March last), was permitted to transit the Suez Canal in quarantine.

I have, &c.
(Signed) CHAS. A. COOKSON.

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* Copies to Admiralty and India Office, May 22, 1897.

No. 20*.

Lord Cromer to the Marquess of Salisbury.—(Received May 17, 1·30 P.M.)

(No. 24. Commercial.)
(Telegraphic.) P. *Cairo, May* 17, 1897, 11·30 A.M.

WITH reference to your Lordship's despatch No. 41, Commercial, of the 6th May last, I would suggest that Circulars should be issued by the Egyptian Government.

They should, in the first place, ask the Powers to consent to the postponement of the reduction of the light dues so as to make provision for the 4,000*l.* capital expenditure.

This matter, which is an urgent one, presents no difficulties.

Secondly, in order to admit of the addition of 4,000*l.* a-year to the limit of Egyptian administrative expenditure, the assent of the Great Powers should be asked.

It should also be stated that the Egyptian Government proposes, if the Powers see no objection, to exercise the right which it possesses of transferring the Board to Cairo.

There is a fair chance, from all I hear, that this measure will be carried.

I think that, notwithstanding the very weighty arguments addressed by the British Commissioners it is very necessary and desirable to obtain some concession to the wishes of the Egyptian Government in view of the very positive pledge given to them that they would not be asked for more money.

The proceedings of the Conference should be communicated officially to the Egyptian Government. Will the Italian Government do this? It is desirable to take early action in the matter.

Inclosure 1 in No. 23.

Vice-Consul Alban to Sir C. Cookson.

Sir, *Alexandria, May* 7, 1897.

WITH reference to my report of to-day's date and to my report of the 21st March last, I have the honour to inclose a copy of a Protest read by the French Delegate, in the name of his Government, at the meeting of the Board, which was held on the 4th instant.

I have the honour to observe that the Protest is based on the ground that the decision was contrary to the Regulations for the transit of the Suez Canal, contained in Annex I of the Venice Convention of 1893, the terms of which the French Government declares the Board has no right to modify.

The only point in which the measures adopted respecting the "Dilwara" may be said to be out of harmony with the Regulations referred to above is that the vessel was not disinfected by the sanitary authorities at Suez. But it is not the case that no disinfection whatever was carried out previous to the transit, for in a telegram dated the 20th March, of which I inclose a copy, the Director of the Suez Office said:—

"Tous les effets de la décédée ont été jetés à la mer. Les mesures les plus sérieuses de désinfection ont été accomplies."

I would now observe that the Regulations in force at the time of the "Dilwara" incident were those contained in the plague Rules adopted by the Board on the 3rd November last, which considerably modified the Regulations for the transit referred to in the French Protest. It was found absolutely impossible to carry out these plague Rules owing to the want of proper establishments at Moses' Wells, and the Board had therefore to adopt other measures. They considered that under the circumstances the vessel should be got through as soon as possible, and with the exception to which I have referred above—and which was a departure from the letter rather than the spirit—the Board followed the Rules laid down by the Convention of 1893.

I would, on the other hand, point out that the decision of the Board (1st November, 1893) respecting arrivals from the Mediterranean, the plague Rules adopted by the Board on the 3rd November last, the decision that no vessel transiting in quarantine should arrive in Port Saïd except by day, in fact, all measures taken by the Board with regard to plague, are distinct violations of the Venice Convention of 1893, and it must be concluded from the French Protest either that the French Government regards all these decisions (which are still force) as illegal, or that the Board is allowed to infringe Conventions at its pleasure in the direction of greater and unnecessary severity, but that the slightest modification in the other direction, even if merely technical, is regarded as a serious impropriety on the part of the Board.

No discussion ensued on the reading of the French Delegate's Protest, the President observing that no copy having previously been communicated to the Board, it would be better not to discuss it then, but any Delegate would be at liberty to make any remarks on it at subsequent meetings, and one, at least, of the Delegates will probably do so. I do not myself propose to provoke a discussion.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 23.

Protest.

M. LE Délégué de France est chargé de protester, au nom du Gouvernement de la République, contre la décision prise par le Conseil Sanitaire d'Alexandrie au sujet du vapeur "Dilwara," cette décision étant contraire au Règlement sur le transit en quarantaine inséré dans l'Annexe I de la Convention Sanitaire de Venise du 30 Janvier, 1892. Le Gouvernement Français croit devoir faire remarquer que depuis la signature de cette Convention, le Conseil Sanitaire d'Alexandrie est investi d'un pouvoir de surveillance pour l'application de la dite Convention, mais il n'a

pas qualité pour modifier des stipulations qui y ont été arrêtées d'un commun accord par les Gouvernements représentés dans le Conseil. Il ne peut que regretter que le Conseil ait ainsi perdu de vue les stipulations qu'il est chargé d'appliquer et dont la non-observation constitue un danger pour le bassin de la Méditerranée.

Le Président,
(Signé) M. ARMAND RUFFER.

Alexandrie, le 4 Mai, 1897.

Inclosure 3 in No. 23.

Dr. Ferrari to Vice-Consul Alban.

(Télégraphique.) *Suez, le 20 Mars*, 1897, 12·52 P.M.

D'UNE conversation eue avec le Médecin-en-chef du transport Anglais "Dilwara," j'ai appris qu'à bord du dit navire se trouvent 290 invalides de maladies ordinaires, parmi lesquels cinquante-six dont l'état de santé ne permettrait pas le débarquement. Tous les effets de la décédée ont été jetés à la mer. Les mesures les plus sérieuses de désinfection ont été accomplies. Les père et mère de la défunte sont complètement isolés. Le navire est dépourvu d'étuve.

(Signé) DR. FERRARI.

No. 24.

*Sir C. Cookson to the Marquess of Salisbury.**—*(Received May 19.)*

(No. 40. Commercial.)

Alexandria, May 12, 1897.

My Lord,

I HAVE the honour to report to your Lordship that I have been informed by Mr. Vice-Consul Alban that the quarantine camp of Tor has now been placed in telegraphic communication with Egypt, and that the first telegram coming direct from Tor was received by the President of the Quarantine Board on the 10th instant.

I have, &c.
(Signed) CHAS. A. COOKSON.

No. 25.

Board of Trade to Foreign Office.—(Received May 19.)

Board of Trade, May 18, 1897.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 6th instant, in which you inclose a copy of the Report of the British Delegates at the International Sanitary Conference recently held at Venice, together with a copy of the Convention and of the Regulations agreed upon to prevent the introduction and propagation of the plague.

In reply, I am to request that you will be so good as to state to the Marquess of Salisbury that the Board approve of the terms of the Convention and the Regulations thereto annexed, and concur in its ratification.

I am, &c.
(Signed) A. D. BERRINGTON.

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* Copy to India Office, May 22, 1897.

No. 26.

*Sir C. Cookson to the Marquess of Salisbury.**—*(Received May* 21.)

(No. 41. Commercial.)

Alexandria, May 14, 1897.

My Lord,

I HAVE the honour to transmit herewith a copy of a despatch from Mr. Vice-Consul Alban reporting the receipt of information by the Board that 35,395 pilgrims arrived by sea, and that the ceremony at Arafat has been concluded, and that the public health is perfect.

Mr. Alban adds some interesting remarks on the course of the pilgrimage, and the time within which an epidemic is likely if at all to break out among the pilgrims.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 26.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, May 13, 1897.

Sir,

I HAVE the honour to forward herewith copies of two communications received by the Quarantine Board respecting the Mecca pilgrimage.

The first is a telegram from Jeddah, dated the 11th instant, communicated to the Board by the Ottoman Delegate, according to which 35,395 pilgrims had arrived by sea up to that date.

The second is a telegram from Mouna, dated the 12th instant, from the Board's Delegate in the Hedjaz, announcing that the ceremony at Arafat had concluded, and that the public health was perfect.

The ceremony at Arafat is regarded as the actual day of pilgrimage, and no pilgrim can miss it. From there the pilgrims proceed to Mouna, arriving on the following morning. There they remain for two or three days according to the particular sect to which they belong. Mouna is the most critical period of the pilgrimage from a sanitary point of view, for many thousands of pilgrims (last year the number was roughly estimated at 250,000) are there crowded together in a narrow and intensely sultry valley under the most insanitary conditions. All who can afford it are constrained by their religion to sacrifice at least one animal, and under present circumstances it is quite impossible to prevent the accumulation on the camping ground of quantities of putrid offal, the stench of which is often perceptible at an extraordinary distance. Under these conditions everything is in favour of the outbreak of an epidemic, and if the pilgrims return to Mecca from Mouna in a healthy condition there is but little room for any further anxiety.

If, therefore, within the next four days no cases of plague or cholera occur, there will be every reason to anticipate a healthy return pilgrimage.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 26.

The Turkish Delegate at Jeddah to Dr. Duca Bey.

(Télégraphique.) *Djeddah, le* 11 *Mai*, 1897.

TOTAL pèlerins débarqués 35,395.

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* Sent to India Office, May 24, 1897.

Inclosure 3 in No. 26.

Dr. Sallam Bey to Dr. Ruffer.

Mouna, le 12 *Mai*, 1897.

(Télégraphique.)

CÉRÉMONIE Arafat terminée; santé parfaite.

No. 27.

Foreign Office to Indian Tea Association.

Foreign Office, May 21, 1897.

Sir,

WITH reference to my letter of the 3rd instant, I am directed by the Marquess of Salisbury to transmit to you a copy of a Memorandum which has been received from Her Majesty's Ambassador at St. Petersburgh,* in which are set forth the Regulations that are now being enforced in respect of tea and other products of Eastern origin by the Russian Customs.

Sir N. O'Conor states that no prohibition against the importation of tea is in existence, and that the process of disinfection which is described in the Memorandum, and which is only applied to the outer covering of the chests, could not possibly cause any injury to the tea.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 28.

Local Government Board to Foreign Office.—(Received May 22.)

Whitehall, May 21, 1897.

Sir,

I AM directed by the Local Government Board to acknowledge the receipt of your letter of the 6th instant, transmitting a copy of the Report of the British Delegates of the International Sanitary Conference recently held at Venice, together with a copy of the Convention signed by the Representatives of eighteen Governments, and of the Regulations agreed upon to prevent the introduction and propagation of the plague.

In reply, I am directed to state, for the information of the Marquess of Salisbury, that the Board approve the terms of the Convention and of the Regulations thereto annexed, and concur in its ratification by Her Majesty's Government.

I am, &c.

(Signed) ALFRED D. ADRIAN,

Assistant Secretary.

No. 29.

Sir P. Currie to the Marquess of Salisbury.—(Received May 24.)

(No. 44. Commercial.)

Constantinople, May 18, 1897.

My Lord,

WITH reference to my despatch No. 86, Commercial, of the 7th November last and previous correspondence, I have the honour to forward to your Lordship herewith copy of a despatch which I have received from Dr. Dickson, reporting the acceptance by the Swedish Government of the Resolutions of the Mixed Commission for the revision of the Sanitary Tariff.

I have, &c.

(Signed) PHILIP CURRIE.

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* See "Correspondence respecting the Egypt Quarantine Board and Eastern Lights," January to April 1897, No. 44.

Inclosure in No. 29.

Dr. Dickson to Sir P. Currie.

Constantinople, May 15, 1897.

Sir,

I HAVE the honour to inform your Excellency that M. Fredholm, Swedish-Norwegian Delegate, announced to the Board of Health, on the 11th instant, that his Government has accepted the Resolutions of the late Mixed Commission for the revision of the Sanitary Tariff.

This announcement astonished Midhat Effendi, the Vice-President of the Board, who observed to M. Fredholm that his announcement was inopportune, as the Board had not received any intimation from the Porte of its having sanctioned those Resolutions.

I have, &c.

(Signed) E. D. DICKSON.

No. 30.

Foreign Office to India Office.

Foreign Office, May 24, 1897.

Sir,

WITH reference to your letter of the 24th February last, I am directed by the Marquess of Salisbury to transmit to you herewith copy of a despatch from Her Majesty's Agent and Consul-General at Cairo,* recommending that in view of the approaching retirement of Dr. Mackie from his position of British Delegate on the Egyptian Quarantine Board, a modification should be made in the existing arrangements for the representation of Great Britain on the Board in question.

It is considered desirable that this country should in future have two Representatives on the Quarantine Board, viz., a Consular Delegate and a medical Delegate.

It is proposed to appoint Mr. Alban, Her Majesty's Vice-Consul at Alexandria, to the former of these posts, and Dr. Morrison to the latter.

Dr. Mackie at present receives:—

As Consular doctor, 100*l.*
As Sanitary Delegate from Her Majesty's Government, 375*l.*
Personal allowance from the Government of India, 125*l.*

It is suggested that the annual sum should be redistributed as follows:—

The Sanitary Delegate's salary from Her Majesty's Government to be reduced from 375*l.* to 275*l.* a-year; Dr. Morrison to receive in addition 100*l.* as Consular doctor, and 125*l.* from the Government of India.

Dr. Morrison's entire salary as British Delegate and Consular doctor would thus amount to 500*l.* a-year, instead of 600*l.* a-year, as paid to Dr. Mackie.

The 100*l.* a-year thus economized would be assigned to Mr. Alban, the Consular Delegate, in addition to his Consular emolument.

It will be seen from the inclosed copies of correspondence with the Treasury,† that the Lords Commissioners have been consulted in the matter, and have agreed to this change, on the condition that the Indian Government will continue to contribute 125*l.* per annum to the salary of Dr. Morrison, notwithstanding the division between the two Delegates of the 375*l.* formerly paid from Imperial funds to the one Delegate.

Lord Salisbury trusts that the foregoing scheme will meet with the favourable consideration of the Secretary of State for India in Council, and that the allowance of 125*l.* a-year already promised may be continued under the new arrangement, which it is believed will strengthen the influence of Great Britain upon the Board.

I am, &c.

(Signed) GEORGE N. CURZON.

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* See "Correspondence respecting the Egypt Quarantine Board and Eastern Lights," January to April 1897, No. 36.

† Ibid., Nos. 38 and 45.

No. 31.

Colonial Office to Foreign Office.—(Received May 25.)

Downing Street, May 24, 1897.

Sir,

WITH reference to your letters of the 6th and 10th instant respecting the proceedings of the International Sanitary Conference recently held at Venice, I am directed by Mr. Secretary Chamberlain to transmit to you, for the information of the Marquess of Salisbury, a copy of a Circular despatch which he has addressed to Colonial Governors generally on the subject of their adhesion to the Convention, and also of special separate despatches on the same subject to Gibraltar, Malta, and Cyprus; and I am to state that Mr. Chamberlain approves the terms of the Convention and the Regulations annexed to it, and concurs in its ratification.

I am at the same time to return the "Procès-verbal de Signature" which accompanied your letter of the 10th instant, but to express a hope that another copy may be furnished for the use of this Department.

I am, &c.
(Signed) JOHN BRAMSTON.

Inclosure 1 in No. 31.

Circular addressed to Colonial Governors.

Downing Street, May 24, 1897.

Sir,

I HAVE the honour to transmit to you, for your consideration, a copy of the Report of the British Delegates on the proceedings of the International Sanitary Conference which was held at Venice in February and March last, together with a copy of the Convention.

Her Majesty's Government have agreed that the Convention shall, after ratification, apply at once to India and the Straits Settlements, but not to any other British Colony or possession unless its adhesion is notified to the Italian Government within a year from the date of ratification, which will probably take place shortly.

Her Majesty's Government hope, however, that the Colonies generally will adhere to the Convention, and I shall be glad to learn at an early date whether the Colony under your Government is willing to become a party to it.

I have, &c
(Signed) J. CHAMBERLAIN.

Inclosure 2 in No. 31.

Mr. Chamberlain to Governor Sir R. Biddulph

Downing Street, May 24, 1897.

Sir,

WITH reference to my Circular despatch of the 24th instant respecting the proceedings of the International Sanitary Conference recently held at Venice, I have the honour to draw your attention to the paragraphs in the British Delegates' Report respecting the 4th Declaration on the subject of the preventive measures to be adopted against the plague by the British Colonies in the Mediterranean, and to inform you that, as the Delegates of Spain have signed the Convention *ad referendum*, I am of opinion that if that country adheres to the Convention, it would be desirable that Gibraltar should likewise adhere to it.

I have, &c.
(Signed) J. CHAMBERLAIN.

Inclosure 3 in No. 31.

Mr. Chamberlain to Governor Sir A. Fremantle.

(Confidential.)

Downing Street, May 24, 1897.

Sir,

WITH reference to my Circular despatch of the 24th instant and to previous correspondence respecting the proceedings of the International Sanitary Conference recently held at Venice, I have the honour to draw your attention to the paragraphs in the British Delegates' Report respecting the 4th Declaration made at the last sitting of the Conference, urging that the preventive measures adopted against the plague by the Mediterranean Colonies should be in accordance with the Resolutions embodied in the Convention, and to observe that the conclusions arrived at by the Conference confirm the view expressed in my Confidential despatch of the 26th January last as to the unnecessary stringency of the restrictions which have been imposed in Malta.

I have, &c.
(Signed) J. CHAMBERLAIN.

Inclosure 4 in No. 31.

Mr. Chamberlain to Governor Sir W. Sendall.

Downing Street, May 21, 1897.

Sir,

I HAVE the honour to transmit to you, for your consideration, a copy of the Report of the British Delegates on the proceedings of the International Sanitary Conference which was recently held at Venice, together with a copy of the Convention.

Her Majesty's Government have agreed that the Convention shall, after ratification, apply at once to India and the Straits Settlements, but not to any other British Colony or possession unless its adhesion is notified to the Italian Government within a year from the date of ratification, which will probably take place shortly.

I have to draw your attention to the paragraphs in the British Delegates' Report respecting the 4th Declaration formulated by the Conference on the subject of the preventive measures to be adopted against the plague in the British Colonies in the Mediterranean, and to state that I shall be glad to be furnished with your views as to the desirability of Cyprus becoming a party to the Convention.

I may mention, however, that the Delegates of Turkey have signed the Convention only *ad referendum*.

I have, &c.
(Signed) J. CHAMBERLAIN.

No. 32.

Sir C. Cookson to the Marquess of Salisbury.—(Received May 27.)

(No. 12. Commercial.)

Alexandria, May 17, 1897.

My Lord,

WITH reference to my despatch No. 37 of the 7th instant, I have the honour to inclose a report by Mr. Vice-Consul Alban on the Extraordinary Meeting of the Quarantine Board held on the 15th instant for the purpose of discussing the advisability of provisionally adopting the "Règlement Général Sanitaire" contained in the recent Venice Convention.

Mr. Alban reports that, after some discussion, it was decided not to take the Convention itself as a basis of discussion, but to request the "Comité des Règle-

ments" to make such alterations in the plague Rules, drawn up by the Board in November last, as would bring them into harmony with the decision of the Conference.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 32.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, May 15, 1897.

Sir,

I HAVE the honour to report that an Extraordinary Meeting of the Quarantine Board took place to-day.

The President communicated the usual sanitary intelligence, among which was a telegram (of which a copy is inclosed) from the Board's Delegate in the Hedjaz, sent from Mecca on the 14th instant, reporting that the ceremonies at Mouna were concluded, and that the health of the pilgrims was perfect.

It was decided to put in force the "Règlement pour le Retour du Pèlerinage," as laid down in the Venice Convention of 1893.

The Regulations adopted at the last meeting will not be put in force unless the pilgrimage becomes infected by plague.

The first question on the order of the day was that of the discussion of the "Règlement Général Sanitaire" drawn up by the recent Venice Conference, with a view to its provisional adoption.

The Ottoman Delegate strongly opposed this measure, on the ground that the Convention had not yet been ratified by the Governments interested, that certain portions, such as the measures to be adopted at the ports of departure, could not be carried out until the Governments concerned had consented to apply them, and that the Board had no right to adopt rules which their Governments, after due consideration, might not accept.

He added that we had adopted the pilgrimage Rules from the Convention because we had no Regulations for a plague-infected pilgrimage, but that we had general Rules for plague, which had been drawn up by the Board.

The Russian and Spanish Delegates stated that they had no instructions. The French Delegate supported the remarks of the Ottoman Delegate, and proposed that the question should be referred to the "Comité des Règlements," and the Dutch Delegate and others were in favour of this.

I stated (in conformity with your instructions) that I was in favour of the provisional adoption of the Convention in the place of the present plague Rules, which had been found unworkable, but that it was obvious that we must leave in suspense, until the Convention should be ratified, all those Rules which involved extraordinary expenditure, the funds for which had not yet been provided.

After some discussion, the President asked the French Delegate to state the exact terms of his proposal.

The latter stated that, as the plague Rules at present in force were not in some respects in harmony with the decisions of the recent Conference, he proposed to instruct the "Comité des Règlements" to study them with a view to bringing them into accordance with the conclusions of the Conference. We had a perfect right to do this, and in this way should avoid the impropriety of pronouncing ourselves on the Convention.

The President said that he was prepared to accept this proposal, which, on being put to the vote, was carried unanimously. I voted for the proposal, as it seemed to me the only way out of the difficulty.

The Board seemed disinclined to run the risk of prejudicing the interests of their Governments by taking the Convention itself as a basis of discussion, and accepting or rejecting certain portions of it, and in the face of the strong opposition on the part of several Delegates, it was not advisable to press the matter. The Report of the "Comité des Règlements" will be submitted to the Board.

The President next communicated to the Board a letter from the Ministry of Public Works (of which I have the honour to inclose a copy), agreeing, on certain conditions, to carry out the proposed works at Tor, on the lines indicated by the

Board. The plans referred to in my report of the 7th instant will be returned for the approval of the Board after the Ministry of Public Works has made the necessary technical alterations.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 32.

M. Sallam to M. Ruffer.

La Mecque, le 14 *Mai*, 1897.

(Télégraphique.)

LES fêtes de Mouna sont terminées. Santé parfaite.

Inclosure 3 in No. 32.

M. Garstin to M. Ruffer.

Le Caire, le 8 *Mai*, 1897.

M. le Président,

PAR votre lettre du 28 Avril dernier vous demandez à ce Ministère de dresser les plans et Cahiers des Charges relatifs aux constructions et installations à ériger au campement quarantenaire de Tor, et de surveiller aussi la mise en adjudication des travaux, ainsi que leur complète et entière exécution, le Conseil Quarantenaire étant prêt à rembourser tous les frais qui seront occasionnés du chef de ces travaux.

J'ai l'honneur de vous informer que ce Ministère est disposé à donner une suite favorable à cette demande; il est donc prêt à établir le projet en question. Vous voudrez bien, en conséquence, nous faire connaître, le plus tôt possible, le programme des constructions et installations que vous vous proposez d'exécuter à Tor.

En ce qui concerne les frais d'études et de surveillance, ainsi que les dépenses des travaux, il doit être bien entendu que c'est ce Ministère qui les réglera directement aux intéressés, et que vous voudrez bien mettre à cet effet à notre disposition les crédits necessaires, sur notre demande.

Veuillez, &c.
Le Sous-Secrétaire d'État.
(Signé) GARSTIN.

No 33.

Sir C. Cookson to the Marquess of Salisbury.—(Received May* 27.)

(No. 43. Commercial.)

Alexandria, May 18, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a despatch from Mr. Vice-Consul Alban, inclosing copies of two letters from the Delegate of the Sanitary, Maritime, and Quarantine Board in the Hedjaz, reporting on the condition of the pilgrims.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 33.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, May 17, 1897.

Sir,

I HAVE the honour to forward herewith copies of two letters from the Board's Delegate in the Hedjaz, reporting on the condition of the pilgrims.

* Sent to India Office, May 29, 1897.

It would appear from the second of these letters that, in spite of the fact that the pilgrimage of this year presented exceptional danger, even less than usual has been done by the Ottoman authorities towards improving the sanitary arrangements at Mecca and Mouna.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 33.

Dr. Sallam Bey to Dr. Ruffer.

Djeddah, le 28 Avril, 1897.

M. le Président,

J'AI l'honneur de porter à votre connaissance que la santé publique à Djeddah et à La Mecque s'est beaucoup améliorée. Les fièvres sont moins fréquentes et les décès diminuent, notamment à La Mecque. La température à Djeddah est fraîche; le thermomètre marque de 26 à 30 degrés à La Mecque, il arrive jusqu'à à 38 degrés.

En outre, j'ai l'honneur de vous informer que je quitte Djeddah demain, 29 courant, avec le Mahmal, à destination de La Mecque.

Le nombre des pèlerins arrivés à Djeddah s'élève, jusqu'aujourd'hui, à 32,000. Sept mille pèlerins sont passés par Yambo, d'après la statistique de l'Office Sanitaire de cette localité. A Camaran, il se trouve 1,500 pèlerins dont la plupart sont Javanais, et le reste Persans et autres. A Hodeidah, il y a encore, dit-on, 800 pèlerins, et à Suez 1,000. Ces pèlerins sont attendus à Djeddah vers le 5 Mai, 1897. Total, 42,000 pèlerins, outre le Mahmal Syrien, ainsi que les caravanes arrivant par voie de terre.

ÉTAT indiquant les noms des Navires arrivant à Djeddah et transportant des Pèlerins du 19 au 27 Avril, 1897.

Bateaux.	Pavillon.	Provenance.	Nombre de Pèlerins.	Date de l'Arrivée.
Tarsus	Ottoman	Yambo	500	Avril 19
Nestor	Anglais	Singapore	112	„ 20
Telemachus	Hollandais	Suez	86	„ 21
Fetouh-el-Kheir	Egyptien	Kosseir	100	„ 21
Stentor	Anglais	Camaran	910	„ 23
Mehalla	Egyptien	Suez	617	„ 23
El Bark	Ditto	Yambo	45	„ 23
Marsat	Ottoman	Suez	851	„ 24
Abd-el-Kader ..	Ditto	Yambo	845	„ 25
Rahmanieh	Egyptien	Suez	792	„ 26
Chibin	Ditto	Ditto	385	„ 26
Magnet	Anglais	Ditto	450	„ 26
Bargoit	Ditto	Hodeidah	250	„ 27

Veuillez, &c.
(Signé) DR. SALLAM.

Inclosure 3 in No. 33.

Dr. Sallam to Dr. Ruffer.

La Mecque, le 9 Mai, 1897.

M. le Président,

J'AI l'honneur de vous informer que je suis arrivé à La Mecque le 1er Mai, 1897.

A mon arrivée, j'ai été à la rencontre de M. l'Inpecteur Sanitaire de la ville pour m'enquérir au sujet des conditions sanitaires et hygiéniques de La Mecque. Il

m'a fait savoir que la santé des pèlerins, ainsi que celle des habitants, était excellente et que le nombre des décès est de beaucoup inférieur à celui de l'année précédente. Les maladies ordinaires sont très rares parmi les pèlerins, au point qu'il n'y a pas eu lieu de créer un hôpital.

J'ai demandé, en outre, à M. l'Inspecteur Sanitaire, un état des décès journaliers des trois derniers mois, indiquant l'âge, la nationalité des décédés, de même que la nature de la maladie.

J'ai été ensuite, avec le dit Inspecteur et d'autres médecins assistants, pour visiter la ville. Nous avons constaté que le quartier habité par les pèlerins Javanais laisse fort à désirer au point de vue des conditions sanitaires et hygiéniques. Les rues et ruelles de la ville sont malpropres et l'arrosage fait complètement défaut. Le thermomètre marque de 40 à 43 degrés centigrade. Les décès journaliers s'élèvent de 30 à 35 d'après la statistique de l'Office Sanitaire. La plus grande partie de la mortalité a lieu parmi les Javanais.

Hier, j'ai visité Mouna. Les mesures sanitaires habituelles qui sont ordinairement prises quelques jours avant la cérémonie, manquaient; tel que curage des citernes et autres.

J'ai appris qu'il y a eu à Camaran un cas de maladie suspecte; mais, plus tard, une dépêche est parvenue annonçant que la santé des pèlerins à Camaran était parfaite.

Veuillez, &c.
(Signé) DR. SALLAM.

No. 34.

India Office to Foreign Office.—(Received May 27.)

India Office, May 25, 1897.

Sir,

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Curzon's letter of the 6th instant, and, in reply, to inform you that Lord George Hamilton approves the terms of the Convention recently signed by the Delegates of the International Sanitary Conference held at Venice, and of the Regulations thereto annexed, and concurs in its ratification.

I am to add that the Government of India have been addressed in this sense by telegraph.

I am, &c.
(Signed) HORACE RUMBOLD

No. 35.

Lord Cromer to the Marquess of Salisbury.—(Received May 27.)

(No. 25. Commercial.)
(Telegraphic.) P.

Cairo, May 27, 1897.

SIR C. COOKSON now informs me, with reference to his despatch No. 34, Commercial, of the 21st ultimo, that only two applications have been received from Englishmen for Dr. Attfield's post, and that though told to do so, they have not yet sent the necessary documents. It is of the utmost importance that there should be an English candidate.

The President of the Quarantine Board must receive applications and documents before the 12th June.

I should be glad if your Lordship would cause the applicants to be warned of this.

No. 36.

Colonial Office to Foreign Office.—(Received May 29.)

Downing Street, May 28, 1897.

Sir,

WITH reference to your letter of the 13th ultimo and to previous correspondence relative to the Straits Settlements Pilgrim Traffic, I am directed by Mr. Secretary Chamberlain to transmit to you, to be laid before the Marquess of Salisbury, the inclosed correspondence with the Governor of the Straits Settlements on the subject of the proposed new Rules.

It is very desirable, in the interests of British shipping at the Straits Settlements, that the new Rules in that Colony should not be brought into force until similar rules are brought into force in Netherlands India, and Mr. Chamberlain would suggest, for Lord Salisbury's consideration, that the Netherlands Government should be informed that the Straits Settlements Government are about to amend their Pilgrim Traffic Regulations in conformity with the Venice Convention, and should be asked from what date it is proposed to apply the Conventions in Netherlands India, so that the two Governments may move *pari passu*.

I am, &c.

(Signed) FRED. GRAHAM.

Inclosure 1 in No. 36.

Governor Sir C. Mitchell to Mr. Chamberlain.

Government Hill, Penang, January 11, 1897.

Sir,

REFERRING to your despatch of the 29th February, 1896, instructing me to pass amended Regulations for the Pilgrim Traffic to the Hedjaz similar to those recently passed in India, and to my despatch of the 1st September last, explaining that the Indian Regulations had not yet reached me, I have the honour to state that the Indian Regulations have since been received, and I inclose a draft of the Bill and of the Regulations which it is proposed to pass thereunder for your information.

2. The Bill was introduced into the Legislative Council on the 3rd December last and read a first time; I propose to take the second reading next March when the Council will reassemble.

3. Since the Bill was prepared, I have received your despatch of the 13th November, 1896, and I have caused certain amendments to be prepared for the purpose of providing for the universal use of return tickets, which amendments are noted on the copy of the Bill inclosed.

4. It will be perceived that sections 29, 30, and 31 impose upon the port and sanitary authorities at Aden certain duties in connection with ships from this Colony.

5. I have inquired from the Government of India whether there will be any objection on their part, or on that of the Local Government and officers, to the fulfilment of these duties by the Aden officers. If there be none these sections will be retained, but if any objection by made or considerable expense be involved, then I think so much of the Bill as necessitates formalities at Aden may be withdrawn, as well as section 48.

6. I annex, for your information, some Memoranda on the Bill and Regulations furnished to the Colonial Secretary by Mr. Holt of the Ocean Steam-ship Company engaged in the trade.

I believe Mr. Holt to be correct in pointing out the contrast between steamers plying to the Hedjaz from India and those plying from this Colony. As regards accommodation space, the voyage from Singapore is quite five days longer than that from Bombay, and no smaller area is admissible on the longer voyage than on the shorter one.

As regards metal decks unsheathed with wood, I take it that the Board of Trade ruling inclosed in your despatch first mentioned must be accepted as final.

As regards Rule 6, I think discretion might be given.

I have, &c.

(Signed) C. B. H. MITCHELL.

Inclosure 2 in No. 36.

Ocean Steam-ship Company to Mr. Swettenham.

Singapore, December 28, 1896.

Sir,

I BEG leave to record in writing the views which I endeavoured to express to you in the interviews you have been good enough to grant me.

Compulsory return tickets.—I handed you as requested a draft of proposed addition to section 31 on the 23rd instant.

Compulsory call at Aden.—I suggested that Perim might be added as an alternative port of call.

Indian Regulations.—Understanding that it is proposed to put these in force in the Straits Settlements, I have, at your request, indicated in writing the points wherein I think the Regulations might be modified with advantage to the general interest, and I now inclose my Memoranda on the subject.

To avoid misunderstanding allow me to add that although I have at your request laid my views with respect to the proposed legislation before you, I do not consider that any legislation is called for at the present time,

I am, &c.

(Signed) GEORGE HOLT, *Manager.*

Inclosure 3 in No. 36.

Memoranda on Regulations made under the Indian Pilgrims Ships Act XIV of 1895, *dated Simla, October* 5, 1896, *considered with a view to their application to the Pilgrimage from the Straits Settlements.*

Generally.—The Regulations have been framed with reference to special conditions of the Indian pilgrimage. The conditions in the Straits Settlements are different. The pilgrims from India are carried mainly in ships which have become obsolete for the general passenger and cargo trade, and are no longer owned by the large English lines. In the Straits Settlements, on the other hand, the pilgrims are almost entirely carried in large modern boats, specially built for the general trade to the Far East, and owned and managed by English Companies. The general discipline and system of navigation of this class of vessel is unquestionably superior to that of the ships which carry the Indian pilgrims, and if such Regulations are enforced as to exclude these vessels from the pilgrim trade it is doubtful whether the interest of the pilgrim will be served.

Space of 12 *superficial feet per Pilgrim.*—By increasing the minimum space from 9 to 12 feet, it is probable that much of the traffic will be diverted to the neighbouring ports in Netherlands India. The rate of passage-money must almost inevitably be increased, and the pilgrim being a poor man and accustomed to Eastern conditions of life, will not pay more for his passage in order to travel in a ship under the British flag. The space of 9 square feet per pilgrim has proved to be sufficient to insure healthy conditions and to satisfy the pilgrims. Inclosed are statistics of mortality occurring during the pilgrimage on vessels of the Ocean Steam-ship Company during the last four years.

Section 4.—No ship of 500 tons and steaming 8 knots has been employed in the pilgrim trade from the Straits Settlements for some years. This minimum serves as a good index of the class of vessel for which the Regulations have been framed. The vessels engaged in the trade here are for the most part over 2,000 tons, and can steam easily 11 knots.

Section 12.—Many of the most modern vessels of 4,000 to 5,000 tons and 11 to 12 knot speed have been constructed with unsheathed steel upper decks, and modern practice tends this way. These unsheathed decks are better from many points of view. They are cleaner, less liable to fire, and if efficiently protected by double awnings from the sun's rays, cause no discomfort to 'tween deck passengers.

I would therefore suggest the following addition to the Section, "or may be of unsheathed iron or steel if double awnings or other efficient protection from the rays of the sun be provided to the satisfaction of the port officer."

Thousands of passengers have been carried in such vessels and no extra sickness has occurred, nor have the passengers themselves made any complaint. Therefore to exclude such vessels from the trade seems quite unnecessary in the interests of pilgrims.

Section 61.—Discretion should be given to inspecting officers to approve of latrines which fulfil the essential conditions of cleanliness, though they are not constructed exactly in accordance with the Regulations. Those engaged in the trade have long since, in their own interest, provided latrines specially designed for native passengers. To provide seats for Mahommedans is not only useless but unhealthy.

These are a few of the principal points worth noticing, but generally I would suggest that it would be better to consider how far the ships at present carrying on the trade are deficient than to arbitrarily enforce Regulations framed for an entirely different class of vessel.

(Signed) GEORGE HOLT.

Singapore, December 28, 1896.

STATISTICS of Mortality among Pilgrims carried to and from Jeddah by the Ocean Steam-ship Company.

Dates.	Number of Pilgrims carried.		Deaths.			
	To Jeddah.	From Jeddah.	From Straits.	Per cent.	From Jeddah.	Per cent.
Four years 1892 to 1895	25,539	15,597	86	0·33	120	0·77

The mortality depends very much upon old age. Out of thirty-six deaths from the Straits in 1895 twenty-two were from old age simply. Out of forty-five deaths to the Straits in 1894 twenty-one were from old age simply. The deaths returning to the Straits are generally much larger than on the voyage to Jeddah, owing to the hardships endured during the pilgrimage.

(Signed) E. NICHOLSON, *Honorary Brigade-Surgeon, Medical Superintendent for the Ocean Steam-ship Company, Army Medical Officer for Liverpool, and for many years of the Indian Army Medical Staff.*

November 4, 1896.

(Signed) GEORGE HOLT.

Inclosure 4 in No. 36.

A Bill intituled "An Ordinance to make better Provision for the Regulation of Pilgrim Ships."

WHEREAS it is expedient to make better provision for the regulation of pilgrim ships;

It is hereby enacted by the Governor of the Straits Settlements, with the advice and consent of the Legislative Council thereof, as follows:—

Preliminary.

Short title.

1. This Ordinance may be cited as "The Pilgrim Ships Ordinance, 189 ."

Application.

2.—(1.) It applies subject to the exceptions mentioned in sub-section 2 to every pilgrim ship as hereinafter defined.

(2). But it does not apply—

(i.) To any ship of war, troopship, transport, or other ship belonging to the Royal Navy; or

(ii.) To any other ship for the time being in the service of Her Majesty; or

(iii.) To any ship of war belonging to any foreign Prince or State; or

(iv.) To any ship not being a pilgrim ship.

Commencement.

3. This Ordinance shall come into force on such day as the Governor in Council may by notification in the "Gazette" appoint in this behalf.

Repeal of Ordinance VII of 1890 so far as regards pilgrim ships.

4. On and from that day nothing contained in "The Passenger Ships Ordinance, 1890," shall apply to any pilgrim ship.

Definitions.

5. In this Ordinance, unless there is anything repugnant in the subject or context—

(1.) "Pilgrim" means a Mahommedan passenger going to or returning from the Hedjaz; but it does not include a child under 1 year of age, and in the computation of pilgrims for all or any of the purposes of this Ordinance the Governor in Council may by notification in the "Gazette" direct that two persons of the age of 1 year or upwards, and under the age of 12 years, shall be reckoned as one pilgrim.

Explanation.—A Mahommedan passenger who has embarked with the intention of going to the Hedjaz, but is returning without having actually landed there, shall be deemed to be a pilgrim for the purposes of this Ordinance.

(2.) "Pilgrim ship" means a ship conveying, or about to convey, pilgrims from or to any port in the Colony to or from any port in the Red Sea other than Suez.

Provided that no ship carrying passengers other than pilgrims of the lowest class and having on board pilgrims of the lowest class in a less proportion than one pilgrim for every 100 tons of the gross tonnage of the ship, shall be deemed to be a pilgrim ship within the meaning of this Ordinance.

Explanation.—A "pilgrim of the lowest class" is a pilgrim for whom no separate accommodation in any cabin, state room, or saloon is reserved.

(3.) "Voyage" means the whole distance between a pilgrim ship's port or place of departure and her final port or place of arrival.

(4.) "Chief Customs officer" means the chief executive officer of sea customs for any port or place outside the Colony.

(5.) "Port officer" means the Master Attendant at Singapore and the Harbour-master at Penang and Malacca.

All passengers on pilgrim ships to be deemed pilgrims.

6. Every passenger, whether a pilgrim or not on board a pilgrim ship, shall be deemed to be a pilgrim for the purposes of this Ordinance.

Rules for Voyages of Pilgrim Ships.

Pilgrim ships to sail only from places appointed by the Governor in Council.

7.—(1.) No pilgrim ship shall depart or proceed from or discharge pilgrims at any port or place within the Colony other than a port or place appointed in this behalf by the Governor in Council.

(2.) After a pilgrim ship has departed or proceeded on a voyage from a port or place so appointed, no person shall be received on board as a pilgrim except at some other port or place so appointed.

Notice to be given of time of sailing.

8.—(1.) The master, owner, or agent of a pilgrim ship so departing or proceeding shall give notice to the port officer that she is to carry pilgrims, and of her destination, and of the proposed time of sailing.

(2.) The notice shall be given at the original port of departure if in the Colony, and in other cases at the first port at which she touches in the Colony not less than three days, and at all other ports of call not less than twenty-four hours before that time.

Power to enter on and inspect pilgrim ship.

9. After receiving the notice the Port Officer, or a person authorized by him, shall be at liberty at all times to enter on the ship and inspect her and her fittings and the provisions and stores on board.

Pilgrim ship not to sail without two certificates.

10.—(1.) No pilgrim ship shall commence a voyage from a port or place appointed under this Ordinance unless the master holds two certificates to the effect mentioned in the two next following sections.

(2.) The Port Officer shall not grant a clearance unless the master holds those certificates.

Contents of Certificate (A).

11. The first of the certificates (hereinafter called "Certificate A") shall state that the ship is seaworthy and properly equipped fitted and ventilated, and the number of pilgrims of each class which she is capable of carrying.

Contents of Certificate (B).

12. The second of the certificates (hereinafter called "Certificate B") shall state:—

(*a.*) The voyage which the ship is to make, and the intermediate ports (if any) at which she is to touch;

(*b.*) That she has the proper complement of officers and seamen;

(*c.*) That food, fuel, and pure water, over and above what is necessary for the crew, and the other things (if any) prescribed for pilgrim ships, have been placed on board, of the quality prescribed, properly packed and sufficient to supply the pilgrims on board during the voyage which she is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed;

(*d.*) That the master holds Certificate (A);

(*e.*) That she is propelled principally by steam;

(*f.*) That she is of the tonnage and steam-power (if any) prescribed;

(*g.*) That if she is to carry more than 100 pilgrims she has on board the Medical Officer or Medical Officers, required by section 27, and the prescribed attendants;

(*h.*) Such other particulars (if any) as may be prescribed.

Grant of certificates.

13. The person by whom Certificate (A) and Certificate (B) are to be granted shall be the Port Officer at each Settlement.

Substitute for Certificate (A).

14. Where the master of a pilgrim ship produces to the Port Officer a valid certificate granted by the Board of Trade, or by a British Colonial Government, the Port Officer may, if the particulars required by section 11 are certified thereby, take the certificate as evidence of those particulars, and it shall then be deemed to be a Certificate (A) for the purpose of this Ordinance.

Survey of pilgrim ship.

15.—(1.) After receiving the notice required by section 8 the Port Officer may, if he thinks fit, cause the ship to be surveyed at the expense of the master or owner by competent surveyors, who shall report to him whether she is, in their opinion, seaworthy and properly equipped, fitted, and ventilated for the conveyance of pilgrims:

Provided that he shall not cause a pilgrim ship holding a certificate mentioned in section 14, to be surveyed unless by reason of her having met with damage or having undergone alterations, or on any other reasonable ground he considers it likely that she may be found unseaworthy or not properly equipped, fitted, or ventlilated for the conveyance of pilgrims.

(2.) If the Port Officer causes a survey to be made of a pilgrim ship holding any such certificate, and the surveyor reports that she is seaworthy and properly equipped, fitted, and ventilated for the conveyance of pilgrims, and that there was no reasonable ground why the Port Officer should have thought it likely that she would be found unseaworthy or not properly equipped, fitted, or ventilated for such traffic, the expense of the survey shall be paid by the Colonial Government.

Discretion as to grant of certificate.

16.—(1.) The Port Officer shall not grant a certificate to a pilgrim ship unless he is satisfied that she has on board no cargo likely from its quality, quantity, or mode of stowage to prejudice the health or safety of the pilgrims embarked.

(2.) But save as aforesaid and subject to the provisions of sub-section (3) it shall be in the discretion of the Port Officer to grant or withhold a certificate under this Ordinance.

(3.) In the exercise of that discretion such Port Officer shall be subject to the control of the Governor and of any intermediate authority which the Governor may appoint in this behalf.

Copy of certificate to be exhibited.

17. The master or owner of every pilgrim ship shall post up in a conspicuous part of her, so as to be visible to persons on board, a copy of each of the certificates granted

under this Ordinance in respect thereof, and shall keep those copies so posted up throughout the voyage.

Supply by pilgrims of their own food.

18. If the Port Officer is satisfied that a pilgrim has brought on board a pilgrim ship for his own use food of the prescribed quality, and in the prescribed quantity, the requirements of this Ordinance, respecting the supply of food for pilgrims, shall not apply so far as regards the supply of food for that pilgrim.

Space to be provided for pilgrims.

19.—(1.) The Governor in Council may by order prescribe the number of superficial and cubic feet of space (not being less than the space for the time being required for passengers under any Ordinance for the regulation of passenger ships) to be available in the between-decks for pilgrims of each class respectively on board pilgrim ships.

(2.) Every pilgrim ship shall have reserved for the use of the pilgrims on board, gratuitously by day and by night, so much of the upper deck as is not required for the airing space of the crew or for permanent structures:

Provided that the upper-deck space available for pilgrims shall in no case be less than 6 superficial feet for each pilgrim of the age of 12 years or upwards on board.

(3.) Subject as aforesaid and to any Rules which may be made under this Ordinance, such space may be allotted among the different classes of pilgrims in such proportion as may be thought fit.

Provided that not less space shall be allotted to any one class than will provide 6 superficial feet of space available for each pilgrim of the age of 12 years or upwards of that class on board.

Disposal of pilgrims' baggage.

20. The baggage of all pilgrims shall be disposed on board in such manner as may be prescribed.

Hospital accommodation.

21. There shall be a regularly appointed hospital on board every pilgrim ship, offering such conditions of security, health, and space, and capable of accommodating such number, not exceeding 5 per cent. of the pilgrims embarked, as may be prescribed.

Statement concerning pilgrims to be delivered before ship departs.

22. The master of every pilgrim ship departing or proceeding from any port or place in the Colony shall sign a statement in duplicate in the prescribed form specifying the total number, and the number of each sex, of all the pilgrims embarked, and the number of the crew, and such other particulars as may be prescribed, and shall deliver both copies to the Port Officer, who shall thereupon, after having first satisfied himself that the entries are correct, and that all the pilgrims have return tickets, countersign and return to the master one of the copies.

Deaths on voyage.

23. The master of every pilgrim ship shall note in writing on the copy of the statement returned to him under the last foregoing section, and on any additional statement to be made under the next following section, the date and supposed cause of death of any pilgrim who may die on the voyage, and shall, when the pilgrim ship arrives at her port or place of destination, or at any port or place at which it may be intended to land pilgrims, and before any pilgrims disembark, produce the statement, with any additions thereto made, to a person lawfully exercising Consular authority on behalf of Her Majesty at the port or place, or the Chief Customs Officer thereat, or to the Port Officer at any port within the Colony.

Pilgrim ship taking additional pilgrims at intermediate place.

24. (1.)—In either of the following cases, namely—

(*a.*) If after a pilgrim ship has departed or proceeded on her voyage any additional pilgrims are taken on board at a port or place within the Colony appointed under this Ordinance for the embarkation of pilgrims; or

(*b.*) If a pilgrim ship upon her voyage touches or arrives at any such port or place, having previously received on board additional pilgrims at any place beyond the Colony—

the master shall obtain a fresh certificate, to the effect of Certificate (B), from the Port Officer at that port, and shall furnish an additional statement in duplicate in the prescribed form respecting such additional pilgrims.

(2.)—All the foregoing provisions of this Ordinance with respect to Certificate (B), and the statement concerning pilgrims to be signed and delivered by the masters of

pilgrim ships, shall be applicable to any certificate granted, or statement furnished under this section.

Statement concerning pilgrims to be delivered before pilgrims disembark in the Colony.

25. The master of every pilgrim ship arriving at any port or place in the Colony at which it may be intended to discharge pilgrims shall, before any pilgrims disembark, deliver a statement signed by him specifying the total number and the number of each sex, of all the pilgrims on board, and the number of the crew, and such other particulars as may be prescribed to the Port Officer.

Pilgrim ships to be propelled principally by steam and to be of certain tonnage and steam-power.

26. Every pilgrim ship shall be propelled principally by steam, and shall be of the tonnage and steam-power (if any) prescribed.

Certain pilgrim ships to carry medical officers and attendants.

27. Every pilgrim ship carrying more than 100 pilgrims shall have on board a medical officer, licensed as prescribed, and if the number carried exceed 1,000, a second medical officer, similarly licensed, and also in all cases such attendants as may be prescribed.

Medical officers' diaries and reports.

28. The medical officer or officers of every pilgrim ship shall keep such diaries, and shall submit such reports or other returns as may be prescribed.

Pilgrim ships to touch at Aden on the outward voyage.

29. Every pilgrim ship proceeding from any port in the Colony to any port in the Red Sea shall touch at Aden, and shall not leave that port without having obtained from the proper authority a certificate stating whether any case of cholera has or has not occurred on board since the ship left the port of last departure.

When authority at Aden may refuse to let ship leave.

30. The authority at Aden empowered to grant the certificate required under section 29 may refuse to permit the ship to leave that port if the provisions of this Ordinance, or any Rule thereunder, are not complied with on board such ship.

Bond where pilgrim ship proceeds on outward voyage.

31. In the case of every pilgrim ship proceeding from any port in the Colony to any port in the Red Sea, the Port Officer shall not grant the clearance unless or until the master, owner, or agent, and two sureties resident in the Colony, have executed in favour of Her Majesty a joint and several bond for the sum of 20,000 dollars, conditioned—

(*a.*) That the ship shall touch at Aden on the outward voyage, and there obtain the certificate required by section 29.

(*b.*) That the master and medical officer or officers (if any) shall comply with the provisions of this Ordinance and the Rules thereunder; and

(*c.*) That in case any pilgrim provided with a return ticket from the Colony, issued within the previous twelve months, be detained at Jeddah, owing to no accomodation being offered by a ship for which his or her ticket is available, for a longer period than twenty days from the day on which such pilgrim shall present his or her ticket to the British Consul at Jeddah, notifying his or her desire to embark for the return passage, then and in such case the master, owner, or agent of the ship which conveyed such pilgrim to Jeddah shall forfeit and pay to the Colonial Treasurer in respect of every such pilgrim any sum which the Treasurer may claim as the cost of repatriating such pilgrim, but not exceeding double the whole sum received by such master, owner, or agent in respect of such return ticket. A certificate of such detention, purporting to be signed by the British Consul at Jeddah, shall be admissible as evidence of all the facts stated therein, and shall be received in evidence, without proof of signature, in any Court of the Colony.

Medical inspection and permission required before embarkation of pilgrims.

32. (1.)—No pilgrim shall be received on board any pilgrim ship at any port or place in the Colony unless and until he has been medically inspected at such time and place, and in such manner, as the Governor may fix in this behalf, nor until the Port Officer has given permission for the embarkation of pilgrims to commence, nor until he has obtained a return ticket.

(2.) If, in the opinion of the officer making an inspection under this section, any pilgrim is suffering from cholera, or choleraic indisposition, or any dangerously infectious or contagious disease, or shows any signs of the same, or any other suspicious symptoms, such pilgrim shall not be permitted to embark.

(3.) All articles which have been contaminated by persons suffering from cholera, or choleraic indisposition, or any dangerously infectious or contagious disease, or are suspected of having been so contaminated shall, before being taken on board a pilgrim

ship, be disinfected under the supervision of a medical officer appointed by the Governor for the purpose in such manner as may be prescribed.

Medical inspection after embarkation in certain cases.

33.—(1.) If in any case a pilgrim ship does not proceed on her voyage within forty-eight hours after all the pilgrims have been received on board, and there is reason to suspect that any person on board is suffering from cholera, or choleraic indisposition, or any dangerously infectious or contagious disease a medical inspection of all persons on board may be held in such manner as the Governor may direct.

(2.) If on such inspection any person is found to be suffering from cholera, or choleraic indisposition, or any dangerously infectious or contagious disease, or shows any signs of the same or any other suspicious symptoms he shall, together with all articles belonging to him, be at once removed from the ship.

Medical inspection of women.

34. So far as may be practicable, and subject to any Rules which may be made under this Ordinance, the medical inspection of female pilgrims shall be carried out by women.

Issue and production of tickets and refund of passage-money.

35.—(1.) Every pilgrim shall be entitled on payment of his passage-money and fulfilment of the other prescribed conditions (if any) to receive a return ticket in the prescribed form, and shall be bound to produce the same to such officers and on such occasions as may be prescribed, and otherwise to deal with the same in the prescribed manner.

(2.) Every pilgrim prevented from embarking under section 32, or removed from the ship under section 33, or otherwise prevented from proceeding, shall be entitled to the refund of any passage-money he may have paid subject to any conditions or deductions which may be prescribed.

(3.) The legal representatives of every pilgrim dying in the Hedjaz shall be entitled to the refund aforesaid on production of his passage ticket, together with a certificate of his death signed by the British Consul at Jeddah.

And every certificate purporting to be signed by the British Consul at Jeddah shall be admissible as evidence of all the facts stated therein, and shall be received as evdence without proof of signature in any Court of the Colony.

Sanitary taxes payable by master of pilgrim ship

36. The master of every pilgrim ship shall be bound to pay the whole amount of the sanitary taxes imposed by lawful authority at the ports visited if and so far as such taxes are included in the cost of the tickets issued to the pilgrims.

Penalties.

Penalty on master or owner for pilgrim ship unlawfully departing or receiving pilgrims on board.

37.—(1.) If a pilgrim ship departs or proceeds on a voyage from or discharges passengers at any port or place within the Colony in contravention of the provisions of section 7, sub-section (1), or section 10 the master or owner shall for every passenger carried in the ship or so discharged (as the case may be) be punished with fine which may extend to 50 dollars, or with imprisonment for a term which may extend to one month, or with both.

(2.) If any person is received as a pilgrim on board a pilgrim ship in contravention of the provisions of section 7, sub-section (2), the master or owner shall for every such pilgrim be liable to such punishment as is specified in subsection (1).

(3.) In either of the said cases the ship if found within two years in any port or place within the Colony may be seized and detained by the Port Officer until the penalties incurred under this Ordinances by her master or owner have been adjudicated and the payment of the fines imposed on him under this Ordinance, with all costs, has been enforced under the provisions of this Ordinance.

Provided that the aggregate term of imprisonment awarded under this section shall not exceed one year.

Penalty for opposing entry on or inspection of pilgrim ship.

38. If any one impedes or refuses to allow any entry or inspection authorized by or under this Ordinance, he shall be punished with fine which may extend to 250 dollars for each offence, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master or owner for not exhibiting copy of certificates.

39. If the master or owner of a pilgrim ship, without reasonable excuse, the burden of proving which shall lie upon him, fails to comply with the requirements of section 17 with respect to the posting of copies of certificates, he shall be punished with fine which may extend to 100 dollars, or with imprisonment for a term which may extend to one month, or with both.

Penalty on master for not complying with requirements as to statements concerning pilgrims and certain other matters.

40. If the master of a pilgrim ship fails to comply with any of the requirements of section 22, section 23, or section 25 as to the statements concerning pilgrims, or wilfully makes any false entry or note in or on any such statement, or fails to obtain any such fresh certificate, or to make any such statement of the number of additional pilgrims as is mentioned in section 24, he shall be punished with fine which may extend to 250 dollars for every such offence, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master for fraudulent alteration in pilgrim ship after certificate obtained.

41. If the master of a pilgrim ship, after having obtained any of the certificates mentioned in section 10 or section 24, fraudulently does, or suffers to be done, anything whereby the certificate becomes inapplicable to the altered state of the ship, the pilgrims on board, or other matters to which the certificate relates, he shall be punished with fine which may extend to 1,000 dollars, or with imprisonment for a term which may extend to six months, or with both.

Penalty on master for failing to supply pilgrims with prescribed provisions.

42. If the master of a pilgrim ship, without reasonable excuse, the burden of proving which shall lie upon him, omits to supply to any pilgrim the prescribed allowance of food, fuel, and water, he shall be punished with fine which may extend to 10 dollars for every pilgrim who has sustained detriment by the omission.

Penalty on master and owner for carrying pilgrims in excess of authorized number.

43.—(1.) If a pilgrim ship has on board a number of pilgrims greater either than the number allowed under this Ordinance, or than the number allowed by the licence or certificate (if any) granted at her port or place of departure, whichever shall be the smaller, the master and owner shall, for every pilgrim in excess of that number, be each punished with fine which may extend to 10 dollars, and the master shall further be liable to imprisonment for a term which may extend to one week in respect of each such pilgrim: Provided that the aggregate term of imprisonment awarded under this section shall not exceed six months.

(2.) Any officer authorized in this behalf by the Governor may cause all pilgrims, over and above the number allowed under this Ordinance, or by such licence or certificate as aforesaid, to disembark, and may forward them to any port at which they may have contracted to land, and recover the cost of so forwarding them from the master or owner of the ship, as if the cost were a fine imposed under this Ordinance, and a certificate under the hand of that officer shall be conclusive proof of the amount of the cost aforesaid.

Penalty on master for landing pilgrim at a place other than that at which he has contracted to land.

44. If the master of a pilgrim ship lands any pilgrims at any port or place, other than the port or place at which such pilgrim may have contracted to land, unless with his previous consent, or unless the landing is made necessary by perils of the sea, or other unavoidable accident, he shall, for every such offence, be punished with fine which may extend to 100 dollars, or with imprisonment for a term which may extend to one month, or with both.

Penalty on master and owner for making voyage in contravention of contract with pilgrims.

45. If a pilgrim ship, otherwise than by reason of perils of the sea, or other unavoidable accident, touches at any port or place in contravention of any express or implied contract, or engagement with the pilgrims with respect to the voyage which the ship was to make, and the time which that voyage was to occupy, whether the contract or engagement was made by public advertisement or otherwise, the master and owner shall each be punished with fine, which may extend to 250 dollars, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master and owner of pilgrim ship not propelled principally by steam or of prescribed tonnage or steam-power.

46. If a pilgrim ship is not propelled principally by steam, or is not of the prescribed tonnage or steam-power, as required by section 26, the master and owner shall each be punished with fine which may extend to 250 dollars, or with imprisonment which may extend to three months, or with both.

Penalty on master of pilgrim ship sailing without medical officer or officers or attendants in contravention of section 27.

47. If a pilgrim ship carrying more than 100 pilgrims, has not on board a medical officer, or two medical officers if the number of pilgrims carried exceed 1,000, and also the prescribed attendants as required by section 27, the master shall be punished with fine which may extend to 250 dollars, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master for not obtaining certificate at Aden on outward voyage.

48. If the master of a pilgrim ship proceeding from any port in the Colony to any port in the Red Sea without reasonable excuse, the burden of proving which shall lie upon him, fails to touch at Aden, or leaves that port without having obtained the certificate required by section 29, he shall, for every such offence be punished with fine which may extend to 1,000 dollars, or with imprisonment for a term which may extend to six months, or with both.

Penalty on master receiving or keeping on board pilgrim or article in contravention of sections 32 or 33.

49. If the master of a pilgrim ship knowingly receives on board any pilgrim, or any contaminated article in contravention of the provisions of section 32, or keeps on board any pilgrim or article ordered to be removed under section 33, he shall be punished with fine which may extend to 250 dollars for each pilgrim, or 25 dollars for each article so received, or kept on board, or with imprisonment which may extend to three months, or with both.

Penalty on master or medical officer of pilgrim ship disobeying Rules under this Ordinance.

50. If the master or the medical officer (if any) if a pilgrim ship, without reasonable excuse, the burden of proving which shall lie upon him, breaks, or omits, or neglects to obey any Rule under this Ordinance, he shall be punished with fine which may extend to 250 dollars, or with imprisonment for a term which may extend to three months, or with both.

Procedure.

Adjudication of offences and levy of fine by distress of pilgrim ship.

51.—(1.) Offences against this Ordinance shall be punishable by a Magistrate.

(2.) if the person on whom a fine is imposed under this Ordinance is the master or owner of a pilgrim ship, and the fine is not paid at the time, and in the manner prescribed by the order of payment, the Magistrate may, in addition to the ordinary means prescribed by law for enforcing payment by warrant, direct the amount remaining unpaid to be levied by distress, and sale of such pilgrim ship, her tackle, furniture and apparel.

Jurisdiction.

(52.) For the purpose of the adjudication of penalties under this Ordinance, every offence against its provisions shall be deemed to have been committed within the limits of the jurisdiction of the Magistrate of the place where the offender is found.

Authority to institute proceedings for penalties.

(53.) The penalties to which masters and owners of pilgrim ships are made liable by this Ordinance, shall be enforced only on information laid at the instance of officers appointed to grant certificates under this Ordinance.

Application of fines.

54. A Magistrate imposing a fine under this Ordinance may if he thinks fit direct the whole or any part thereof to be applied in or towards compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution, or in rewarding any person upon whose information the conviction took place or who has been otherwise instrumental in the detection or prosecution of the offender.

Depositions of absent witnesses.

55.—(1.) Whenever in the course of any legal proceeding under this Ordinance the testimony of a witness is required in relation to the subject-matter of the proceeding any deposition which he may have previously made in relation to the same subject-matter before any Justice or Magistrate in Her Majesty's dominions, or before any British Consular Officer elsewhere shall be admissible in evidence on proof that the witness cannot be found within the jurisdiction of the Court in which the proceeding is instituted:

Provided that the deposition shall not be admissible unless—

(*a.*) It is authenticated by the signature of the Justice, Magistrate, or Consular Officer;

(*b.*) It was made in the presence of the person accused; and

(*c.*) The fact that it was so made is certified by the Justice, Magistrate, or Consular Officer.

(2.) It shall not be necessary in any case to prove the signature or official character of the person appearing to have signed any such deposition; and in any criminal proceeding such certificate as aforesaid shall unless the contrary is proved be sufficient evidence of the accused having been present in manner thereby certified.

Supplemental.

Information to be sent to Courts of embarkation and discharge.

56.—(1.) The Port Officer or other officer (if any) appointed by the Governor in this behalf at any port or place within the Colony at which a pilgrim ship touches or arrives shall with advertence to the provisions of this Ordinance send any particulars which he may deem important respecting such pilgrim ship and the pilgrims carried therein to the officer at the port or place from which she commenced her voyage and to the officer at any other port or place within the Colony where the pilgrims or any of them embarked or are to be discharged.

(2.) The Port Officer or other officer (if any) appointed by the Governor in this behalf at any port or place in the Colony at which a pilgrim ship touches or arrives may enter on the ship and inspect her in order to ascertain whether the provisions of this Ordinance as to the number of pilgrims and other matters have been complied with.

Report of Consul.

57. In any proceeding for the adjudication of any penalty incurred under this Ordinance any document purporting to be a report of such particulars as are referred to in sub-section (1) of the last foregoing section or a copy of the proceedings of any Court of Justice duly authenticated and also any like document purporting to be made and signed by any person lawfully exercising Consular authority on behalf of Her Majesty in any foreign port shall be received in evidence if it appears to have been officially transmitted to any officer at or near the place where the proceeding under this Ordinance is had.

Power for Governor in Council to make Rules.

58.—(1.) The Governor in Council may make Rules consistent with this Ordinance to regulate all or any of the following matters:—

(*a.*) The boats, anchors, and cables to be provided on board pilgrim ships;

(*b.*) The instruments for purposes of navigation to be supplied;

(*c.*) The apparatus for the purpose of extinguishing fires on board, and the precautions to be taken to prevent and deal with such fires;

(*d.*) The provision of appliances for saving life and of means for making signals of distress, and the supply of lights inextinguishable in water and fitted for attachment to life-buoys;

(*e.*) The fittings and other appliances in the upper and between-decks for the comfort and convenience of pilgrims;

(*f.*) The scale on which and manner in which food, fuel, and water are to be supplied to pilgrims, and the quality of such food, fuel, and water;

(*g.*) The quality, quantity, and storage of the cargo to be carried;

(*h.*) The allotment of the the upper-deck space between the various classes of pilgrims;

(*i.*) The amount and distribution of the baggage of pilgrims;

(*j.*) The nature and the extent of the hospital accommodation and the medical stores disinfectants and other appliances and fittings to be provided on board for maintaining health, cleanliness, and decency;

(*k.*) The form of the statements to be furnished by the master under sections 22 and 25, and the particulars to be entered therein.

(*l.*) The tonnage and steam-power to be required in the case of pilgrim ships, and the voyages to which and seasons at which such Rules shall respectively apply;

(*m.*) The licensing and appointment of medical officers and other attendants in cases where they are required by this Ordinance to be carried, and the dairies, reports, and other returns to be kept or submitted by such medical officers;

(*n.*) The manner in which contaminated articles shall be disinfected before being taken on board a pilgrim ship;

(*o.*) The manner in which and the person by whom the medical inspection of women shall be carried out;

(*p.*) The supply of tickets to intending pilgrims, the form of such tickets and the conditions and other matters to be specified thereon, and the amount of sanitary taxes to be included in the cost thereof;

(*q.*) The refund of passage-money to intending pilgrims who may not be permitted to embark, or who having embarked may be removed from the ship under the powers conferred by sections 32 and 33, or who may otherwise, for any unavoidable cause be prevented from proceeding in any pilgrim ship;

(*r.*) The functions of the master medical officer or officers (if any) and other officers during the voyage;

(*s.*) The local limits within which and the time and mode at and in which pilgrims shall be embarked or discharged at any port or place appointed under this Ordinance in that behalf;

(*t.*) The time within which a pilgrim ship shall depart or proceed on her voyage after commencing to take pilgrims on board; and

(*u.*) Generally to carry out the purposes of this Ordinance.

(3.) In making a Rule under this section the Governor in Council may direct that a breach of it shall be punishable with fine, which may extend to 100 dollars, and when the breach is a continuing breach with a further fine which may extend to 10 dollars for every day after the first during which the breach continues.

(4.) All Rules made under this section shall be published in the "Gazette" at least two months before they come into force, and shall be laid before the Legislative Council as soon as conveniently may be after publication, and shall be subject to disallowance by resolution of the said Council.

Temporary continuance of existing Rules.

59. All Rules heretofore made under "The Passenger Ships Ordinance, 1890," shall, so far as consistent with this Ordinance, continue to be applicable to pilgrim ships unless and until they shall be superseded or altered by Rules under this Ordinance.

Appointment of officers.

60. The Governor shall appoint such persons as he may think fit to exercise and perform the powers and duties which are conferred and imposed by this Ordinance, or may be conferred and imposed thereunder.

Objects and Reasons.

The object of this Bill is to bring the law of the Straits Settlements into harmony with that of India with regard to the regulation of the pilgrim traffic. This policy has been approved by the Secretary of State, in consequence of whose instructions this Bill has been drafted.

In India it has been found that the Rules necessary for the control of ordinary passenger traffic are not adequate for the management of the shiploads of pilgrims proceeding every year to the Hedjaz; and the same conditions apply in a stronger degree to the longer voyage to the Red Sea from this Colony.

The Bill is taken from "The Passenger Ships (Indian) Act, 1895," as "The Passenger Ships Ordinance, 1890," was taken from "The Native Passenger Ships (Indian) Act, 1887," and contains provisions not to be found in "The Passenger Ships Ordinance, 1890," with regard to deck space (section 19), hospital accommodation (section 21), certificates and returns of number of pilgrims, deaths on board, &c. (sections 22, 23, and 24), compulsory touching at Aden (sections 29 and 30), medical inspection of pilgrims (sections 32 and 34), penalties for unauthorized deviations (section 45), and other matters. It may be further observed that the minor Regulations adapted for pilgrim ships may properly differ in many particulars from those made for the management of passenger ships generally, and that to have two sets of Regulations made under one Ordinance might cause confusion.

(Signed) W. R. COLLYER.
Attorney-General, Straits Settlements.

Attorney-General's Chambers, Singapore,
October 14, 1896.

Inclosure 5 in No. 36.

Draft Rules.

IN exercise of the power conferred by section 3 of "The Pilgrim Ships Ordinance, 1896," the Governor in Council is pleased to appoint the day of as the day on which the said Ordinance shall come into force.

In exercise of the power conferred by section 19, sub-section (1), of "The Pilgrim Ships Ordinance, 1897," the Governor in Council is pleased to order that every pilgrim ship shall contain, in the first or upper between-deck, at least 12 superficial feet and 72 cubic feet, and, in the second or lower between-deck, at least 16 superficial feet and 96 cubic feet, of space available for each pilgrim.

In exercise of the power conferred by section 5, clause (1), of "The Pilgrim Ship Ordinance, 1897," the Governor in Council is pleased to direct that, in the computation of pilgrims for the purposes of the said Ordinance and the Rules thereunder, two persons of the age of 1 year and upwards and under the age of 12 years shall, unless otherwise expressly provided, count as one pilgrim.

Rules made by his Excellency the Governor in Council under "The Pilgrim Ships Ordinance, 1897."

In exercise of the powers conferred by section 58 of "The Pilgrim Ships Ordinance, 1897," the Governor in Council is pleased to make the following Rules:—

1. The Port Officer shall, on receiving the notice required by section 8, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, &c., and shall satisfy himself by such inspection that they meet all prescribed requirements.

2. The Certificates (A) and (B) required under sections 11 and 12 shall be given in Forms No. I and II appended to these Rules, and that required under section 24 in Form III.

3 No certificate under section 12 shall be granted between the 20th May and the 20th September in any year in respect of a ship of a tonnage of less than 500 registered tons, or which is not capable of steaming at least 8 knots an hour in ordinary monsoon weather; nor shall such a certificate be given unless all the arrangements required by these Rules have been made to the entire satisfaction of the Port Officer.

4. The Port Officer shall see that in all cases where the number of pilgrims exceeds 100 the Medical Officer of the ship is present at the official inspection, and that such Medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the pilgrims under these Rules; and shall require such Medical Officer to furnish a certificate to that effect in Form X, and to sign the second of the certificates prescribed by Rule 56.

Boats, Anchors, and Cables.

5. (1.) Every pilgrim ship shall be provided with boats, two of which shall be life-boats, according to the following scale:—

Registered Tonnage of Steam-ship.	Number of Boats not less than	Minimum cubic contents of Life-boats.	Minimum cubic contents of all the Boats of the Ship.
		Feet.	Feet.
Less than 800 tons	5	330	1,730
800 tons and less than 1,000 tons ..	6	330	2,045
1,000 tons and less than 1,250 tons ..	6	900	2,545
1,250 tons and less than 1,500 tons ..	6	900	3,000
1,500 tons and upwards	7	928	3,600

Note.—The cubic contents of the boats in the above Table are ascertained by multiplying their outside length, their outside width, and their inside depth together, and then the product by 0·6.

(2.) Every boat shall be supplied with two fresh-water breakers, two small tin-lined lockers, fitted under the side seats in the stern, and each capable of holding about 50 lbs. of biscuit, and a tightly spread canvas cover.

(3.) Every boat shall be provided, to the satisfaction of the Port Officer, with masts, sails, painters, oars, row-locks or tholes, rudder and tiller, boat-hooks, plugs and breakers, all properly secured.

(4.) A hatchet or tomahawk shall be kept in each end of every life-boat, in good order, and secured by a lanyard; a life-jacket or belt for each oarsman, and one for the cockswain, shall also be provided; and a life-line in loops shall run round the outside of the boat and be securely made fast.

6. Boat-drill shall be practised at least once a-week.

7. Every pilgrim ship shall be provided with three bower anchors of such weight, and with cables of such length, size, and material as are, in the judgment of the Port Officer, sufficient.

Instruments for Purposes of Navigation.

8. Every pilgrim ship shall be provided with—

(*a.*) Not less than three good ship's compasses and two boat's compasses, and with a record of the deviation of her compasses on every point, entered in the log-book.

(*b.*) Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake.

(*c.*) Not less than two chronometers and not less than two sextants or quadrants and barometers, one of the latter being a mercurial barometer.

(*d.*) A deep sea leadline and lead.

Apparatus for Extinguishing Fires and Precautions against Fire.

9. (1.) Every pilgrim ship shall be provided with—

(*a.*) Hose capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part thereof; and

(*b.*) Fire-buckets in the proportion of three for every 100 tons of tonnage up to 600, and two for every 100 tons above 600. Provided that not more than fifty fire-buckets need under any circumstances be carried.

(2.) If fire-annihilators or fire-engines are carried, they shall be placed by the master in charge of one of the principal officers of the ship and the ship's carpenter, who shall be held responsible that they, with the buckets and other fire apparatus, are kept in a state fit for immediate use.*

10. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire; and fire-drill shall be practised at convenient times, and at least once a-week.

11. Immediately before leaving port the passengers shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have with them.

12. No naked light shall on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between-decks is strictly prohibited.

13. Cases containing spirits shall never be opened in the hold, but may be hoisted on deck for the purpose.

Appliances for Saving Life and making Signals of Distress.

14. Every pilgrim ship shall be provided, to the satisfaction of the Port Officer, with a supply of life-buoys, with lines attached, of which not less than six shall be kept readily available on deck, and with inextinguishable lights fitted for attachment to the life-buoys. Every pilgrim ship shall also be supplied with an approved life-belt or other similar approved article of equal buoyancy suitable for being worn on the person, for each person on board, and such life-belts or other articles as aforesaid shall be so placed, to the satisfaction of the Port Officer, as to be readily accessible.

[EXPLANATION.—An "approved life-belt" means a belt which does not require to be inflated before use, and which is capable of floating in water for twenty-four hours with at least 15 lbs. of iron suspended from it.†]

15. Life-buoys shall be secured by toggle and becket or any similar method allowing of ready release, but shall not be lashed or seized to the vessel.

16. Every pilgrim ship shall carry such quantity of rockets and blue-lights or other signals as the Port Officer may deem adequate.

* Fire-engines should be worked once a week to keep them in proper order.

† Life-belts should be cut out 2 inches under the armpits, and so fitted as to remain securely in place when put on.

Fittings and other Appliances to be provided in the Upper and Between-decks.

17. The Port Officer shall see that sufficient ventilators are provided for the between-decks to give each pilgrim :—

(*a.*) In the first or upper between-deck 5 square inches ; and

(*b.*) In the second or lower between-deck 10 square inches of ventilation area exclusive of hatches and side scuttles, and so placed as to afford an equable diffusion of air through all parts.

The ventilators of the second between-deck must act separately from those of the first between-deck, and, if pilgrims are carried on a second or lower between-deck, such lower between-deck shall be ventilated by artificial ventilation, such as Blackman's ventilator or a thermantidote approved of by the Port Officer. The Port Officer shall also see :—

(i.) That all air-holes affording a means of communication between the hold and the between-decks, are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between decks ;

(ii.) That the foul air from the hold and the between-decks respectively is carried in separate shafts above the uppermost deck ; and

(iii.) That all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks.

18. In the absence of hollow iron-masts or other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes (of a size to be approved by the Port Officer) leading from the lower hold to the open air on the upper-deck.

19. Every cowl-headed tube shall be provided with a strong plug for use, if necesssary, in bad weather.

20. Such provision shall be made for affording light to the between-decks as the circumstances of the case may, in the judgment of the Port Officer, require. The pilgrims shall, moreover, have the free and unimpeded use of the whole of every hatchway situated over the space appropriated to their use, and over each hatchway there shall be erected such a booby-hatch or other substantial covering as shall, in the opinion of such Port Officer, afford the greatest amount of light and air and of protection from sun and wet as the case will admit of.

21. The upper deck of every pilgrim ship shall be either of wood, or of iron or steel sheathed with wood and caulked.

22 Each hatchway shall be provided with a large tarpaulin tent which can in bad weather be spread well over it and securely fastened so as to keep out rain and let in fresh air, and in fine weather be rolled up and put out of the way ; and shall, except where arrangements exist for lowering the derrick-boom in a way which will serve the purpose, also be fitted with a strong iron or wooden A-shaped frame for the support of such tent.

23. Every pilgrim ship shall have poop, quarter-deck, waist and forecastle awnings complete and in good order, and six wind-sails distributed as the Port Officer may direct. The awning and wind-sails shall be kept up so long as the weather does not render this impossible.

24. Strong ladders 2½ feet wide with hand rails of a convenient height shall be provided for every hatchway used as such and not merely as a ventilator , and as additional means for women and children to hold on by, knotted hand-rope shall be fastened conveniently near the ladders.

25. Hooks for hanging the required number of lanters shall be fixed at convenient distances apart.

26. The space to be occupied by pilgrims must be kept clear from obstruction of any kind whatever, thoroughly clean and dry ; and nothing, except life-belts with the consent of the Port Officer given under Rule 15, shall be slung up or stowed away between the beams. Every day while the pilgrims are on deck the between-decks shall be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

27. Bamboos, ropes or strong rails shall be securely fastened fore and aft to the midship stanchions on the between-deck.

28. No timber or cargo of any kind, and only the necessary fittings properly secured and live-stock for consumption on the voyage, shall be allowed on the upper deck, which shall, save as aforesaid, be exclusively reserved for the pilgrims.†

* Calvert's powder in the proportion of 10 per cent. should be used.

† Pilgrims should be encouraged to use the upper deck as much as possible.

29. A set of water-vessels, such as buckets and tin mugs, required by topases or others for use in the latrines, shall be exclusively set apart for such purpose ; and they shall be marked or painted so as to be clearly distinguishable from those used for cooking or drinking purposes.

Food, Fuel, and Water-supply.

30. Every pilgrim ship shall be supplied in accordance with the following scale with food, fuel, and water, of good quality, conveniently stored and in quantity sufficient to supply the pilgrims on board during the intended voyage (including such detention in quarantine as may be probable) :—

For each pilgrim daily—	
Rice	1 lb.
Flour or ship's biscuit	4 oz.
Pulse, dall	4 ,,
Ghee or oil	1 ,,
Onions	2 ,,
Pumpkins, yams, or other vegetables	2 ,,
Tamarind	1 ,,
Condiments, chillies, garlic, coriander seed, or tumeric	½ ,,
Salt	¼ ,,
Firewood, dry	2 lb.
Drinking-water from iron tanks	1 gal.

Provided that, in the case of drinking-water, the allowance hereby prescribed shall be provided for each pilgrim irrespective of his age.

A table of the rations of food and water in Malay and Javanese shall be posted up in a public place on the ship to be approved of by the Port Officer.

31. Excepting fuel and water, which shall always be found by the ship, the articles in the above scale need not be provided for those pilgrims who have satisfied the Port Officer that they have on board food sufficient for their own use.

32. Every pilgrim ship shall, in addition to the requirements of the two last foregoing Rules, have on board, either as cargo or stores, food sufficient, in the opinion of the Port Officer, to provide for the pilgrims in the event of an accident to the ship's machinery.

33. (1)—Every pilgrim ship shall be provided with caboose accommodation sufficient to cook for the total number of pilgrims on board, and such accommodation shall in no case consists of less than two cabooses or cooking ranges placed on deck, properly housed and covered, to which the pilgrims shall have free access between the hours of 6 A.M. and 9 P.M.

(2.)—All cooking ranges shall be made of substantial plate-iron lined inside with bricks and raised at least 4 inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range shall contain five or six cooking places, and the master shall see that fires adequate for cooking are kept lighted at them from 6 A.M. to 9 P.M. An additional range shall be provided for every 200 pilgrims carried in excess of 100. Cooking on board in pilgrims' private stoves is prohibited.

(3.)—The Port Officer may require the master to provide such number as such Port Officer may think necessary of Mahommedan cooks, not exceeding 3 per 100 pilgrims (exclusive of pilgrims who have on board their own supplies and desire to cook for themselves).

34. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for pilgrims while pilgrims are on board, but shall be provided with a separate cooking range and latrine.

35. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce at least one gallon of drinking-water a day for every person on board of whatever age, including the crew.

36. No certificate under section 13 shall be granted unless the condenser can not only supply the minimum quantity of water prescribed under Rule 35 for each person on board, but also yield every twenty-four hours 500 gallons of pure cold water fit to drink.

37. The tanks for storing drinking-water on board shall not be placed near the latrines. They shall be protected from all filth, and shall be so closed that the distribution of the water can be effected only by means of pumps or from taps with lock and key fitted to the tanks.

38. The water of any tank pronounced bad by the Medical Officer of the ship shall be immediately rejected and pumped out, and the tank cleaned out before being refilled.

39. If there is any doubt as to the quality of the drinking-water stored, or as to the possibility of its pollution, either at its source or in the course of the voyage, it shall be well boiled; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply. All water taken on board at any port and intended to be issued as drinking-water shall invariably be boiled before it is distributed.

40. Every condenser or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances shall this engine be used for any other purpose than that of feeding the boiler of the condenser.

41. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

42. Either upright or horizontal boilers may be used for condensers. Each boiler shall be furnished with a steam-gauge indexed to double the working pressure, a glass water-gauge and two separate gauge-cocks, one safety-valve, and two mud-hole doors for the purposes of cleaning.

43. The boilers and all machinery connected with condensers shall be properly covered in, and every wooden bulkhead in the vicinity of the boilers of condensers shall be covered with sheet-lead weighing 4½ lbs. per square foot, and securely fastened to such bulkhead.

44. All the piping in connection with the condenser, especially the main suction and the condensed water discharge-pipe, shall be laid in position safe from accident or otherwise securely encased.

45. The Port Officer shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

46. The Chief Engineer or some other competent person, to be approved by the Port Officer, shall be appointed to have charge of the distilling apparatus and machinery connected therewith during the voyage.

47. No ship shall put to sea before the decks have been cleared of any loose straw, hay, or other inflammable material, and all the cargo has been properly stowed away.

Cargo.

48. No petroleum, as defined in "The Petroleum Ordinance 1896," or gunpowder or other explosive substance or liquid, nor any inflammable oils, spirits, jute, or coal (except such coal as is required for the voyage and the return voyage to the Colony), nor any commodity likely, by reason of its quantity, quality, or mode of stowage, to be prejudicial to the safety of the pilgrims, shall be taken as cargo or part of the cargo.

Allotment of Upper-deck Space.

49. No cabin shall be provided for any pilgrim on the upper deck unless space remains unallotted on that deck after providing the accommodation required for the permanent and temporary hospitals, latrines, and 6 superficial feet for every pilgrim carried in the between-decks. Such space as remains unallotted after making provision for these requirements may be reserved for the accommodation of pilgrims in cabins containing not less than 12 superficial and 72 cubic feet of space. No pilgrim shall be furnished with reserved accommodation on the upper deck except in a cabin.

50. The deck space may be distributed between the first and second class pilgrims as the master or owner may desire: provided that each pilgrim of the lowest class has 6 feet of deck space provided for him.

Amount and Distribution of Baggage.

51. Pilgrims' heavy baggage shall be registered and numbered under the supervision of the master the day before the ship sails, and shall be deposited in the hold before the ship leaves her moorings. Pilgrims shall be allowed to keep with them only such articles as are absolutely necessary: provided that the articles so kept do not exceed 1 maund

(82 lbs.) in weight for each adult pilgrim, or, in the case of pilgrims who, in accordance with the provisions of section 18, are allowed to provide their own food for the entire voyage, 1½ maunds.

Hospital Accommodation, Medical Stores, and Arrangements for maintaining Health, Cleanliness, and Decency.

52.—(1.) The hospital accommodation required under section 21 shall be provided on the upper deck either in the poop or in a deck-house. A permanent hospital shall be provided containing not less than six bunks, and having a deck area of at least 144 superficial feet, and dimensions of not less than 864 cubic feet. On every pilgrim ship on which there are fifty or more female pilgrims there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet, and dimensions of not less than 288 cubic feet, which shall be reserved for the use of women and children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Port Officer, and shall be provided with permanent raised floors or platforms at least 4 inches off the deck. They shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas.* No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in a permanent hospital.

(2.) Material shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague), and for any general outbreak of sickness in the event of the permanent hospital accommodation becoming insufficient. The part of the upper deck upon which such hospital shall, if required, be erected, shall be pointed out and measured off by the Port Officer. The frame-work of the hospital shall be either of iron (in pieces that can be easily fitted together), or of wooden spars or bamboos. The roof shall be tented, and both that and the side walls shall be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor† shall be not less than 144 square feet, and the floor shall be raised at least 4 inches from the deck. In case of sickness of the kind referred to in this Rule, only the Medical Officer and the person or persons charged with the duty of looking after the patients shall have access to them, and, except the Medical Officer and medical attendants referred to in Rule 68, none of those who have had access to such patients shall be permitted to come into contact with the other persons on board.

53. A suitable dispensary to be approved by the Port Officer shall be provided on the upper deck.

Medical Stores, &c.

54. The following articles shall be provided according to the following scale, and supplied gratuitously to the pilgrims on board at the discretion and by the direction of the Medical Officer, namely:—

For any number of pilgrims not exceeding 100 (proportionate quantities to be provided for pilgrims in excess of that number)—

Sago	5 lbs.
Arrowroot in tin case	10 ,,
Preserved milk‡ (1-lb. tins)	1 dozen.
Liebig's extract of meat in 2-oz. tins or jars	1 lb.
Sugar	5 lbs.
Rum	1 quart bottle.

55. The following medicines and medical appliances shall be provided on the scale indicated below in the case of each at the discretion and by the direction of the Medical Officer:—

* The fittings used in constructing permanent hospitals should be of iron in preference to wood.
† For flooring sheet-iron is the best material.
‡ The contents of a 1-lb. tin of preserved milk mixed with ½ gallon of water make good milk.

(Weights and measures of the British Pharmacopœia.)

Names of Medicines, &c.	Scale for 100 Passengers.
Acidum, boricum	2 oz.
„ carbolicum (cryst.)	1 „
„ nitro-hydrochloricum dilutum ..	1 „
„ sulphuricum dilutum	1 „
„ tartaricum	2 „
Æther sulphuricum	½ „
Alumen (in powder)	2 „
Ammonii carbonas	2 „
Argenti nitras	¼ „
Borax	½ „
Calomel	¼ „
Chlorodyne	2 „
Chloroform	1 „
Cocaine solution, 10 per cent.	¼ „
Copaiba	1 „
Creasotum	¼ „
Glycerinum	1 „
Hydrargyrum cum creta	½ „
Iodoform	1 „
Ipecacuanha valoid, fluid extract	½ „
Linimentum camphoræ compositum	2 „
Lini farina	2 lbs. in tin case
Liquor ammoniæ	1 oz.
„ ammonii acetatis	6 „
„ epispasticus fortior	¼ „
„ morphinæ hydrochloratis	½ „
Chrysarobin	¼ „
Magnesii carbonas	¼ „
„ sulphas in tins	3 lbs.
Oleum caryophylli	¼ oz.
„ menthæ piperitæ	¼ „
„ ricini	2 pints
Phenacetin	¼ oz.
Pilula asafœtidæ composita	1 doz.
„ colocynthidis et hyoscyami	2 „
„ plumbi cum opio B. P.	4 „
„ scillæ composita	4 „
Potassi bromidum	1 oz.
„ chloras	1 „
„ nitras	2 „
„ permanganas	2 „
Pulvis ipecacuanhæ, 5 gr. powders	1 doz.
„ ipecacuanhæ compositus in 5 gr. powders	4 „
„ jalapæ compositus	1 oz.
Quininæ sulphas in 3 gr. pills	4 doz.
„ sulphas in bulk	2 oz.
Salol	¼ „
Sinapis (in powder)	4 „
Sodii bicarbonas	1 „
Spiritus ætheris nitrosi	2 „
„ rectificatus	8 „
Tinctura aconiti	½ „
„ capsici	½ „
„ digitalis	½ „
„ ferri perchloridi	1 „
„ iodi	½ „
„ nucis vomicæ	1 „
„ opii	1 „
„ senegæ	1 „
„ zingiberis	1 „
Tragacanth powder	1 „
Unguentum hydrargyri	½ „
„ simplex	2 „
„ sulphuris	2 „
„ zinci	1 „
Vaseline	2 „
Vinegar	1 pint
Vinum antimoniale	½ oz.
„ ipecacuanhæ	1 „

Notes.
Miscellaneous Articles for 100 Pilgrims.
Fresh vaccine lymph, 6 tubes.
Adhesive plaster (in tin case), 1 yard.
Calico, 2 yards.
Flannel, 2 yards.
Lint, 4 ounces.
Bandages (roller), ½ dozen.
Paper for powders, &c., 1 quire.
Corks for bottles, 1 dozen.
Cotton wool (country), 1 lb.
Bed-pans (metal), 1.
Note.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well stoppered bottles.
Chloroform should be in blue glass, or covered from the light by dark paper.
All the drugs, &c., must be properly labelled with the quantities marked on each label.
"Poisons" should be specially distinguished by labels with the word "Poison" on them.
Disinfectants.
Sulphur .. .. 32 lbs.
Corrosive sublimate .. 5 „
Pure phenic acid .. 20 gallons.
Fresh slaked lime .. 20 lbs.
Sulphate of iron .. 10 „
Calvert's carbolic powder 15 per cent.
Methylated alcohol .. 15 gallons.
Hydrochloric acid .. 1 gallon.
} Convention, I. B, III, 25.
Impermeable bags of India-rubber or tarred canvas, six for each ship.
Instruments for each Ship.
Boxes, chip, for ointment (1 oz. each).. 18
Dispensing bottles (3 oz. each) .. 12
Glass measures, 2 oz. 2
„ „ 2 drachms 2
Pestle and mortar (brass) 1
„ „ wedgwood .. 1
Scales and weights (grains).. .. 1
Spare weights for „ .. .. 1 set.
Splints (common).. .. .. 1 „
Silver catheter (No. 8 size) 1
India-rubber catheters, Nos. 2, 4, 5, and 10 4
Spatula 1
Scissors (shop) 1
Penknife 1
Syringe, ear, pewter 1
„ enema patent 1
„ urethral (male) 1
„ glass (female) 1
Infusion pot 1
Pocket dressing case [to contain 1 probe, 1 director, 1 female catheter, 1 clinical thermometer (in case), 1 pair of scissors, 1 dressing forceps, plated, 6 suture needles, 1 artery forceps, 1 Symes' abscess knife, 1 straight and 1 curved bistoury in one handle, 1 lancet (bleeding) silk thread for sutures (20 grains)].

TABLE showing the Quantities of Medicine, &c., to be supplied according to the above Scale for more than 100 Pilgrims.

Number of Pilgrims.	Quantity.
Above 100 to 250	Half more than .. } the quantity prescribed according to scale per 100 pilgrim, and so on.
„ 250 to 350	Twice „ ..
„ 350 to 450	Thrice „ ..
„ 450 to 550	Four times more than
„ 550 to 650	Five „ „

56. The following certificates, showing that medicines, &c., have been duly supplied and received according to the above scale, shall be produced before the Port Officer at the time of the inspection :—

"(1.) Certified that we have supplied medicines, &c., for pilgrims proceeding to in the ss. according to the above scale [or we have supplied medicines, &c., in making up deficiencies in existing stock up to the above scale].

Chemists.

"Dated

"(2.) Certified that I have carefully compared the above list with the medicines, &c., examined by me on board the pilgrim ship and am satisfied that they are all correct.

Medical Officer.
Health Officer.

"Dated , Ship ."

57.—(1.) Every pilgrim ship shall carry a disinfecting-stove approved by the Health Officer of the port in the Colony at which the voyage is to commence.

(2.) Articles of bedding, carpets, and clothes used by patients who have been affected with cholera, as well as by persons who have had access to such patients, shall be immediately disinfected. Such of these articles as have little or no value shall be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. All such articles as are not destroyed shall be carried to the disinfecting-stove in impermeable bags sprinkled with a solution of corrosive sublimate.

(3.) The excreta of the sick shall be collected in vessels containing a disinfecting solution, and the latrines in which these vessels are emptied shall be thoroughly disinfected after each operation.

(4.) Articles which have come into contact with persons suffering from cholera shall be thoroughly disinfected in the following manner :—

(*a.*) Articles so contaminated or suspected of being so contaminated shall, unless they are liable to be destroyed by exposure to heat, be disinfected in the disinfecting-stove under pressure, the stove being maintained at a temperature (to be tested during each operation) of 220° Fahrenheit, and the articles exposed to this temperature for fifteen minutes.

(*b.*) Articles liable to be destroyed by exposure to the heat of a disinfecting-stove, such as metals, leather, tables, lockers, &c., shall be disinfected by being washed with a disinfecting solution.*

* One of the following disinfecting solutions should be used :—

(*a.*) Corrosive sublimate in the following proportion—
Corrosive sublimate, ½ oz.
Hydrochloric acid, 1 oz.
Water, 3 gallons.
Fuchsin or eosin, 5 grains.
(*b.*) Pure phenic acid, five parts in 100 parts of water.
(*c.*) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes :—

(*a.*) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.
(*b.*) Persons in attendance on the sick should use the corrosive sublimate solution, when washing themselves, in the proportion of one part of the solution to 2,000 part of water.
(*c.*) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220 degrees Fahrenheit or to contact with sublimate solutions, such as metals, instruments, &c.
(*d.*) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime, phenic acid will answer the same purpose. When slaked lime is used for disinfecting liquids, it should be used in the proportion of 3 lbs. of lime to 10 gallons of the liquid to be disinfected.

(5.) Ships on which cases of cholera have occurred shall be disinfected in the following manner:—

(*a.*) The cabins* and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera shall be emptied, and all articles removed, disinfected as above.

(*b.*) The interior sides, bulkheads, floors and decks of the ship shall be washed with the corrosive sublimate solution with the addition of 10 per cent. of alcohol (*i.e.*, 1 gallon of methylated alcohol to every 10 gallons of the corrosive sublimate solution),† and, two hours after washing, scrubbed, and then thoroughly washed down with plenty of water.

(*c.*) The hold of the ship shall be strewn from time to time with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen, and the water in the hold shall then, unless the ship is in dock, be pumped out, and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

58. Pilgrims shall air their clothing, blankets, &c., as often as required to do so by the Medical Officer.

59. The following articles and appliances shall be applied on the scale shown below:—

Iron boilers with covers—	
For rice (large)	According to the number of pilgrims to be fed by the ship.
For dall or curry (small) ..	
Iron ladles—	
For rice (large)	According to the number of pilgrims to be fed by the ship.
For dall, &c. (small)	
Iron spoons, tinned	4 — To each pilgrim ship.
Curry-stones, with mullers	4
Sieves for cleaning rice, &c.	6
Gallon measure	1
Half-gallon measure	1
Quarter-gallon measure	1
Scales and weights or A spring balance	1
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	3
Hatchets for cutting wood	2
Knives	2
Safety lanterns, with lock and key to each	Besides 3 for hatchways, 2 „ latrines, 1 „ hospital, and 1 „ Surgeon, which are to burn all night, — There shall be one additional lantern to every 100 pilgrims on board, and each such lantern shall burn for three hours every night.
Oil with wicks, or candles to fit lantern	Sufficient for seven lanterns to burn at least ten hours, and for the rest to burn at least three hours of every night of the voyage.
Soap	1 lb. per pilgrim.
Buckets (galvanized iron)	2 for every 100 pilgrims.
Tubs (large) for bathing or washing	4 — To each pilgrim ship.
‡Tubs (smaller) for latrine use	4
‡Tin pots for latrine	12
Tin pots for pilgrims suffering from sea-sickness	12
Canvas bathing screens for the use of women	2
A dirt-shoot, moveable	1
Deck scrapers	12
Sand	1 ton
Holystones or hard bricks	50
Swabs or squeezers	18
Brooms (country)	50

‡ All these should be specially marked for privy use.

60.—(1.) Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. If there be any females among the pilgrims, one latrine shall be screened

* For the purpose of fumigating cabins and confined space, 1 ounce of sulphur should be burnt for every 30 cubic feet of the space to be fumigated, the cabin or other space being completely closed during the operation, and kept so for twelve hours.

† The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the solution in fine drops.

off and set apart for the exclusive use of females. There shall be an additional latrine for every 100 pilgrims, or fraction of that number in excess of 100, and if there be more than 100 female pilgrims on board, the number of latrines reserved for their use shall be increased in the proportion they bear to the total number of pilgrims. The latrines shall be provided with seats at the rate of not less than three for the first 100 pilgrims and at the rate of three for every additional 100 pilgrims. No latrine shall be allowed either between-decks or in the hold.

(2.) Every latrine shall be fimly secured in a convenient and accessible place on the upper deck and close to the bulwarks. It shall not project over the side of the ship, but shall be so placed that the soil-shoot of the latrine floor may lead directly out of a port or other opening, and well clear of the ship's side. Every latrine shall be be divided into separate and private compartments. Each compartment shall be not less than 3 feet by 2 in size, and shall have a separate entrance with door and be fitted with a seat or pair of foot-boards having a free opening or hole in the centre. Every such opening shall communicate directly with the floor beneath common to all openings. The floor continued into the shoot, and having a good fall towards it, shall be made either of a continuous sheet of metal, or of wood continuously lined with sheet-lead or zinc. The floors and shoots of the latrines shall be painted with coal-tar liberally laid on. There shall be a troughed opening at each of the ends or sides of the latrines a little above the level of the floor, but below that of the seats or foot-boards, to enable the floors to be freely flushed from the outside. Every compartment shall be well ventilated by means of such openings as will not interfere with privacy, and shall be sufficiently lighted by means of a lantern so placed in the latrine as to throw light into the compartment.

(3.) All latrines should be kept in good order and cleaned and disinfected three times a-day. They shall be constantly flushed by pipes laid on to them, the deck immediately about them being inclosed with a ridge of wood about 2 inches high to prevent the water used for flushing from finding its way to other parts of the deck.

(4.) Not less than two sweepers shall be employed on every pilgrim ship, and one additional sweeper shall be employed for every 100 pilgrims in excess of 100 up to a maximum of five sweepers when the total number of pilgrims does not exceed 1,000. For every 100 or fraction of 100 pilgrims in excess of 1,000 one additional sweeper shall be employed up to a maximum of eight sweepers.

(5.) Every pilgrim vessel shall be provided with at least two urinals.

61. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case af latrine accommodation shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

Medical Inspection.

62. The medical inspection of female pilgrims shall be carried out either by lady doctors or, under the supervision of the Medical Officer appointed by the Governor under section 32, by women appointed by the Governor in this behalf.

63. No articles found by the Medical Officer referred to in the last foregoing Rule to have been contaminated by persons suffering from cholora or choleraic indisposition, or from a disease which in his opinion is dangerously infectious or contagious, or suspected by him to have been so contaminated, shall be taken on board a pilgrim ship until they have been disinfected under his orders in the manner prescribed by Rule 57.

64. No pilgrim otherwise entitled shall be prevented from embarking save for any of the causes specified in section 32, sub-section (2).

Issue of Tickets and Refunds of Passage-money.

65.—(1.) The ticket which every pilgrim is, under section 35, entitled to receive:—

(*a.*) Shall be sold from a book with counterfoils;

(*b.*) Shall be denoted by a serial number which shall also be stamped on the counterfoil; and

(*c.*) Shall be of canvas paper or parchment, and not less than 4½ inches long by 3 inches wide.

(2.) On the ticket and its counterfoil shall be inscribed :—

(*a*.) The name of the holder, or, if the holder be a female, the name of the pilgrim whom such female is accompanying ; and

(*b*.) The cost in words in Malay, or in some other vernacular language approved by the Governor.

The cost of a ticket shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah.

66.—(1.) Every intending pilgrim who, having purchased a ticket, has not been permitted to embark under the provisions of section 32, sub-section (2), or who, having been received on board a pilgrim ship, has been removed from it in accordance with the provisions of section 33, sub-section (2), or who is from other unavoidable cause, such as the detention of any member of his family under either of the provisions aforesaid, prevented from proceeding to the Hedjaz, shall be entitled to receive back from the owner or agent of the ship the amount paid by him as passage-money.

(2.) It shall be the duty of such officer as the Governor may appoint in this behalf to see that refunds of passage-money are promptly made to intending pilgrims entitled to them under this Rule.

(3.) The officer making an inspection under section 32 or section 33 shall, in case of such refund becoming due, impress on the pilgrim's ticket the words "Not permitted to proceed on voyage;" and such pilgrim shall thereupon be entitled, on presentation of the ticket so cancelled at the office of the owner or agent, to a refund of the passage-money paid by him.

The Master, Owner, &c.

67. Besides complying with the foregoing Rules so far as they concern him, the master shall give the notice required under section 8 in Form No. IV appended to these Rules, and shall produce, before the Port Officer at the time of his inspection, a certificate in the following form :—

"Certified that it is proposed to issue tickets to pilgrims and to provide accommodation as follows :—

"On the voyage of the pilgrim ship proceeding to

Class of Pilgrims.	Maximum Number of Tickets to be issued.	Special Accommodation and Privileges (if any) to be reserved for each class.
Class 1		
„ 2		
Pilgrims of the lowest class ..		

"Dated

(Signed)

Master."

68. In the event of a ship being engaged to carry more than 100 pilgrims, the owner, agent, or master shall appoint to it a Medical Officer licensed under Rule 78. Such owner, agent, or master may make an application to the Governor, in Form No. V appended to the Rules, for a licensed Medical Officer to proceed in medical charge of the pilgrims with the ship, and the Governor shall comply with such requisition. A second Medical Officer, licensed under Rule 78, shall be similarly appointed if the number of pilgrims exceeds 1,000. The owner, agent, or master shall also, in the case of a ship engaged to carry more than 100 pilgrims, appoint at least one male, and if there are any female pilgrims to be embarked, also one female attendant, to assist the Medical Officer. In addition to the above attendants a compounder shall be engaged by the owner, agent, or master, if the ship is to carry more than 400 pilgrims. Such compounder and attendants must be approved of by the Health Officer at the port of departure, and arrangements shall be made to the satisfaction of the Port Officer for providing them with adequate accommodation on board ship.

69. The master shall afford the Medical Officer every facility for examining the provisions, water, and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the pilgrims about to be carried.

70. The master shall cause the statements required by sections 22 and 25 to be prepared in Form No. VI appended to these Rules.

71. The bond required by section 31, when a ship clears from any port in the Colony for any port in the Red Sea, shall be executed in Form No. VII appended to these Rules.

72. Before sailing the master shall obtain from the Port Health Officer a bill of health as prescribed in Form No. VIII appended to these Rules.

73. The master shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient, copies of the Ordinance and of these Rules and all notices which he may be required so to post by the Commissioner of Police or other authorized officer at the port of first departure. All such copies shall be in English, Malay, or Javanese. The master shall afford every facility to the Port Officer, or other duly authorized officer or person, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions, and medical stores, and shall himself be present at such inspection.

74. The master shall be jointly responsible with the Medical Officer for the care of the pilgrims on the voyage. He shall see that the special accommodation and privileges (if any), to which the pilgrims are entitled, are reserved to them without hindrance or diminution throughout the voyage ; that the space in the upper and between decks is not encroached upon ; that all Rules and Regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the Medical Officer are complied with.

75. The master shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the medical officer generally.

76. The master shall, in the event of any pilgrim who is unaccompanied by any near relation dying on the voyage, if the ship returns direct from the Hedjaz to any port in the Colony, take charge of the effects of the deceased, and make them over, on the ship arriving in such port, with such particulars as to the name and residence of the deceased as he may have been able to gather, to the Port Officer. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to the Colony, the master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

77. The master shall cause the supplementary statement, required by section 24 when additional pilgrims are taken on board at an intermediate port, to be prepared in Form No. VI appended to these Rules, the heading being altered to "Supplementary Statement required by section 24 of 'The Pilgrim Ships Ordinance, 1897.'"

The Medical Officer.

78.—(1.) Besides complying with the foregoing Rules so far as they concern him, the Medical Officer of every pilgrim ship required by the Ordinance to carry a Medical Officer shall be licensed by the Governor, and appointed by or on behalf of the owner of the pilgrim ship. Every person desiring to obtain a licence to act as such Medical Officer shall apply for a licence to the Chief Medical Officer. At Jeddah such licence may be granted, for the return voyage only, by the British Consul at that port.

(2.) The licence shall be renewable yearly, and shall be in Form No. IX appended to these Rules.

(3.) No person shall be eligible for appointment as a Medical Officer who is unable to write English.

79. The medical officer shall, if not already attached to the ship, immediately on his being appointed to it, proceed on board, report himself to the master, examine and check the medicines and medical stores, and inform himself generally as to the arrangements made for the accommodation for the pilgrims.

80. The Medical Officer shall also report himself personally to the Port Officer with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

81. The Medical Officer shall be present at the final inspection, and, after it has been held and the ship and her arrangements approved, he shall, if satisfied regarding the arrangements for the care and comfort of the pilgrims made in accordance with the Rules, furnish a certificate to that effect in Form No. X appended to these Rules.

82. The Medical Officer shall provide himself with all necessary instructions and forms required for the voyage.

83. The Medical Officer shall attend any Medical Officer appointed to inspect the pilgrims before embarkation under section 32, or after embarkation under section 33, and shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and make a note regarding them in his diary.

84. The Medical Officer shall not leave the ship after the medical inspection has been completed. He shall see that the place set apart for the accommodation of the pilgrims is not encroached upon; that all the pilgrims have access to the upper deck; that good drinking-water is readily accessible and duly supplied; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores, for the regular issue of daily rations to such of the pilgrims as have to be fed by the ship; and generally that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

85. The Medical Officer shall satisfy himself that any additional passenger waiting to be taken on board at an intermediate port is not suffering from, or shows no signs or symptoms of, choleraic indisposition or any disease which is, in his opinion, dangerously infectious or contagious.

86. The Medical Officer shall be jointly responsible with the master for the care of the pilgrims on the voyage, and shall co-operate with the master and officers of the ship for the welfare of the pilgrims.

87. During the voyage from any port in the Colony, the Medical Officer shall for the first five days daily inspect the pilgrims and observe them individually to assure that none of them is affected with cholera, small-pox, yellow fever, or plague.

88. The Medical Officer shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the master, in writing, to the provisions of Rule 39.

89. The Medical Officer shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner prescribed by Rule 57, and shall record in his diary the fact that he has done so.

90.—(1.) The Medical Officer shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, viz.:—

(*a.*) A medical diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the pilgrims, including a record of any advice he may give to the master, and of the compliance with, or neglect of, such advice;

(*b.*) An admission and discharge book of every case brought under treatment in Form No. XI appended to these Rules; and

(*c.*) A register of deaths in Form No. XII appended to these Rules.

(2.) These records shall be written in English.

91. On arrival at the port of debarkation in the Red Sea, the Medical Officer shall submit his diary and returns to the Consular authority there for transmission to the Government of the Colony, and shall forward simultaneously a copy of them to the Port Officer at the port in the Colony from which the voyage commenced, and on arrival at any port to the Port Officer.

Forms.

No. I.—*Certificate (A), under Section 11 of "The Pilgrim Ships Ordinance, 1897."*

I, , duly appointed and authorized to grant certificates under section 11 of "The Pilgrim Ships Ordinance, 1897," do hereby certify that the ship , registered tonnage tons, being a pilgrim ship within the meaning of the said Ordinance, at and ready to proceed on a voyage to , is seaworthy, properly equipped, fitted, and ventilated, and that she is capable of carrying pilgrims.

No. II.—*Certificate (B), under Section 12 of "The Pilgrim Ships Ordinance, 1897."*

I, , duly appointed and authorized to grant certificates under section 12 of "The Pilgrim Ships Ordinance 1897," do hereby certify that the ships of , being a pilgrim ship within the meaning of the said Ordinance, and having on board pilgrims, lists of whose number and sex have been furnished by , the master of the said ship, and ready to proceed on a voyage to , the intermediate ports at which she is intended to touch being , has the proper complement of officers and seamen; that she is principally propelled by steam; that (*in cases when tonnage or steam-power have been prescribed*) she is of the prescribed tonnage and steam-power; that she has sufficient and suitable cooking, hospital, washing, and latrine accommodation on board; that the provisions, fuel, and pure water and other stores prescribed for such ships by the Rules under the said Ordinance, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said Rules; and that the said provisions, fuel and water are sufficient for days, the probable duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery, that is to say, water and fuel sufficient for the whole number of pilgrims and provision sufficient for pilgrims, the remaining, viz., pilgrims, finding their own provisions.

I also certify [*in the case of a ship to carry more than 100 pilgrims*] that she has on board the Medical Officer [*or Officers as the case may be*] required by section 27 of the Ordinance and the attendants prescribed by Rule 69 of the Rules thereunder.

I also certify that the master of the said ship holds Certificate (A) as required by section 11 of "The Pilgrim Ships Ordinance 1897," and that there is no cargo on board contrary to the provisions of Rule 49 of the Rules thereunder.

I do further certify that the full space required by the said Ordinance has been appropriated to pilgrims on board.

No. III.—*Supplementary Certificate (B), under Section 24 of "The Pilgrim Ships Ordinance, 1897."*

I, , duly appointed and authorized to grant certificates under section 12 of "The Pilgrim Ships Ordinance 1897," do hereby certify that the number of additional pilgrims taken on board the pilgrim ship from the port of is ; that the provisions, fuel, and pure water (over and above what is necessary for the crew), and the other stores prescribed for such ships by the Rules under the said Ordinance are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said Rules, and that the said provisions, fuel, and water are sufficient for days, the declared duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery, that is to say, water and fuel sufficient for the whole number of pilgrims on board, and provisions sufficient for the pilgrims remaining, viz., pilgrims, finding their own provisions.

Dated at this day of , 189 .

No. IV.—*Notice to be given by Master, Owner, or Agent, under Section 8 of "The Pilgrim Ships Ordinance, 1897."*

I,* , hereby give notice that the steam-ship , register tonnage tons, being a pilgrim ship within the meaning of "The Pilgrim Ships Ordinance 1897," and being capable of carrying pilgrims, will leave the port of on a voyage to on the day of , 189 .

Dated at this day of 189 .

* Here insert name of master, agent, or owner.

No. V.—*Form of Application to Government for a Medical Officer.*

SS.
189 .

To
The Chief Medical Officer.

Sir,

I have the honour to request that Mr. may be approved of as Medical Officer to proceed in charge of pilgrims to the port of in the steam-ship under my command.

2. The ship is now lying at and will sail on the .

I am,
Sir,
Yours obediently,

Master, SS.

No. VI.—*Statement to be furnished by the Master of every Pilgrim Ship under Section 22 of "The Pilgrim Ships Ordinance, 1897," of the Crew and Pilgrims proceeding in the , bound to , or under Section 25, of the Crew and Pilgrims on board the , on arrival at .*

Crew.	Number.
Master	
Officers	
Engineers	
Deck crew	
Engine-room crew	
Servants	
Total	

PILGRIMS.

1.	2.	3.	4.	5.	6.
Name of each Male Pilgrim over 12 years of age.	Number (if any) of Female Pilgrims over 12 years of age accompanying Male Pilgrim entered in column 1.	Number (if any) of Male Children of over 1 year, but under 12 years of age, accompanying Male Pilgrims entered in column 1.	Number (if any) of Female Children of over 1 year, but under 12 years of age, accompanying Male Pilgrims entered in column 1.	Number (if any) of Infants under 1 year of age accompanying Male Pilgrims entered in column 1.	Total.
1. *1st Class.*					
2. *2nd Class.*					
3. *Lowest Class.*					
Total					

Master.

The of , 189 .

No. VII.—*Bond executed pursuant to the Provisions of Section 31 of "The Pilgrim Ships Ordinance, 1897."*

Know all men by these presents that we of , and of , are held and firmly bounden to the Governor of the Straits Settlements in the sum of of lawful money of British India, to be paid to the Governor of the Straits Settlements, his certain attorney, successors, or assigns, for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators and representatives jointly, and every one of us bind ourselves, our heirs, executors, administrators and representatives jointly, and each of us binds himself, his heirs, executors, administrators and representatives severally firmly by these presents, sealed with our respective seals, dated this day of , in the Christian year one thousand eight hundred and ninety .

Whereas the above bounden* † the ‡ of a pilgrim ship called the , now about to sail from the port of in the Colony of the Straits Settlements, to , a port in the Red Sea, touching at Aden,§ , and before applying for a port-clearance to the officer at the port of whose duty it is to grant a port-clearance for such ship, the above bounden* and ‖ sureties,¶ , who are both resident in the said Colony, have, at the request of the Governor of the said Colony, agreed to execute the above-written joint and several bond or obligation as required by section 31 of "The Pilgrim Ships Ordnance, 1897." Now the condition of the above-written bond or obligation is such that, if the said pilgrim ship on her outward voyage to the said port of , in the Red Sea, touches at Aden, and does not leave the said port of Aden on the said outward voyage without having obtained from the proper authority at Aden aforesaid a certificate as required by section 29 of the Ordinance, and if the master (** and Medical Officer) complies (or comply) with on the outward voyage, and also on the homeward voyage, if the ship continues to be a pilgrim ship, the provisions of "The Pilgrim Ships Ordinance, 1897," and of such Rules, relating to pilgrim ships sailing between ports in the Straits Settlements and ports in the Red Sea, as the Governor in Council may, from time to time, make under the said Ordinance, then the above-written bond or obligation shall be void.

* Here insert the name or names of the principal or principals only.
† Is *or* are.
‡ Owner *or* owners, agent *or* agents, *or* master.
§ Insert names of any other ports to be visited.
‖ His *or* their.
¶ Names of sureties.
** To be inserted if there is a Medical Officer.

No. VIII.—*Form of Bill of Health.*

This is to certify that the pilgrim ship , sailing under the flag, and under the command of Captain (Medical Officer), of tons, bound for , with a crew of persons* and pilgrims, and laden with a cargo of , is at the time of leaving this port in a satisfactory sanitary condition, and that no case of cholera or infectious disease dangerous to life exists among the officers, passengers, pilgrims, or crew.

It is further certified that the town and port of are at present free from† epidemic cholera, plague, yellow fever, and all other dangerous epidemic disease.

* Including officers and able-bodied seamen. † Or as the case may be.

No. IX.—*Form of Licence to be granted to Medical Officers proceeding in charge of Pilgrims.*

The bearer of this, , holding a certificate to practise medicine and surgery, from , is licensed to have medical charge of pilgrims proceeding, under the provisions of "The Pilgrim Ships Ordinance, 1897," to .

This licence holds good for one year from this date.

Dated .

[Here enter seal of office.]

Signature of recipient. *Chief Medical Officer.*

NOTE.—In granting this licence, preference should be given to medical graduates or licentiates of a University, or other recognized licensing body, provided they are men of good character and of some experience. But, when such are not available, licences may be granted to those who have passed the final examination of an Indian Vernacular Medical School. It is desirable that the Medical Officer should, if possible, be a Mahommedan.

No. X.—*Form of Medical Officer's Certificate.*

I hereby certify that I have by careful inspection satisfied myself in regard to the arrangements that have been made in accordance with the requirements of the Rules relating to pilgrim ships proceeding to the Hedjaz for the care and comfort of the pilgrims about to be carried in the pilgrim ship proceeding to ; and that I was present with the Port Officer at his final inspection of the arrangements, held on the of , 189 .

(Date.)

(Signed) *Medical Officer,*
In charge of Pilgrims, Ship

No. XI.—*Medical Admission and Discharge Book.*

Serial Number of Cases.	Name.	Age.	Sex.	Disease or Cause of Admission.	Dates of—			Number of Hours or Days under Treatment.	Remarks.
					Admission.	Discharge or Recovery.	Death.		

No. XII.—*Register of Deaths.*

Serial Number.	Name.	Age.	Time of Occurrence.			
			Date.	Hour.		

Inclosure 6 in No. 36.

Governor Sir C. Mitchell to Mr. Chamberlain.

Sir, *Government House, Penang, February* 18, 1897.

REFERRING to my despatch of the 11th ultimo conveying some criticisms on the Bill "to make better provision for the regulation of pilgrim ships," which Bill was read a first time in the Legislative Council on the 3rd December, 1896, and stands adjourned for second reading until next March, I have the honour to state that the Singapore Chamber of Commerce has had the Bill under consideration, and has sent the inclosed letter and Report of a Sub-Committee on the proposed measure.

2. The Bill was prepared as a transcript of the Indian Act 4 of 1895 pursuant to the instructions contained in your despatch of the 29th February, 1896, and I felt necessarily precluded from making any marked departure from that Act.

3. I believe, however, that the Chamber write truly when they state in their paragraph 3 that the ships from this Colony are, as a rule, far superior to those employed in conveying pilgrims from India.

It is probable that pilgrims from the Indian Archipelago are more cleanly than those from places more distant from the Equator, but any one who has been below in a full pilgrim ship from the Archipelago must acknowledge that much is still to be desired in this respect.

4. If the Chamber is correct (and in this it is corroborated by the "Règlement Spécial" just received in your despatch of the 7th ultimo) in asserting that vessels from Singapore are subjected only to five days' quarantine at Camaran, as against a ten days' quarantine on vessels from India, then to force Straits steamers to touch at Aden would be a drawback if it entailed any longer quarantine than they are now subjected to, and no advantage if it entailed only five days' quarantine. Most of the ships from this Colony, if they touch anywhere at the entrance to the Red Sea, prefer Perim to Aden for coaling purposes.

5. If India is to escape five or eight out of ten days' quarantine at Camaran by enforcing extra sanitary measures at Aden, that fact justifies those measures for India, but, as this Colony would gain no corresponding advantage, I think the Chamber have reason on their side in asking for the omission of that part of the Bill which compels Straits pilgrim ships to touch at Aden at all.

The draft of Ordinance 6 of 1874 contained a provision whereby under Indian Act 21 of 1858, section 3, and Straits Ordinance 6 of 1870, section 1, Straits vessels visiting Red Sea ports were obliged to obtain a certificate from the Aden authorities, but it was omitted in Committee after full discussion.

6. With respect to the enlarged floor space for each adult passenger of 12 square feet, I believe that whatever rule be adopted should be applied universally to all flags. Unless the Netherlands Government is prepared to enact a similar provision for Netherlands India, it would be unfair to Singapore to enforce the new rule in this Colony, and I venture to express a hope that you will arrange that a representation be made on this subject to the Dutch authorities. The International Sanitary Congress can, if it so resolves, regulate quarantine at Camaran so as to make it more onerous for vessels which adopt the less liberal allowance. The "Règlement Spécial" alluded to above allows 9 square feet surface per passenger (Article 17) and defines (Article 7, note) overcrowded ships as those which take pilgrims in excess of the figure allowed in their certificates.

If this definition were altered to those which take pilgrims in excess of 12 square feet of surface, all flags would be equally treated on a common footing.

The danger indicated by the Chamber of the trade passing over entirely to the Dutch flag has already been pointed out by my despatch of the 29th April, 1896.

7. The only point I need notice in the Sub-Committee's Report is the statement that they cannot credit that any complaint has been made against pilgrim vessels from this Colony.

Your despatch of the 20th October last, and my reply thereto, refer to one instance in point.

8. I may add that I do not propose to proceed with the Bill until I receive your instructions on the matters alluded to in this despatch.

I have, &c.
(Signed) C. B. H. MITCHELL.

Inclosure 7 in No. 36.

Report on the Bill to make better Provision for the Regulation of Pilgrim Ships.

BY desire of the Committee of the Chamber, we have considered the above Bill.

Allowing for difference in nomenclature, it is an exact copy of the Indian Act No. 4, of 1895, without any apparent regard having been paid to the different conditions of the trade in these waters from those existing in India.

The great majority of pilgrims from the Straits come from Java and the various islands in Netherlands India; the Regulations in force here are similar to, and, in some instances, more stringent than those authorized by the Government of Netherlands India.

The inevitable effect of adopting the stricter provisions of the Bill will be to force the pilgrims into embarking direct from Netherlands India, or to raise the rate of passage-money, already a source of embarrassment to the bulk of the pilgrims, which consists of the poorer classes.

The Attorney-General, in introducing the Bill, stated that "there have been some complaints as to the management of ships conveying Mahommedans from this part of the world to Jeddah for the pilgrimage to Mecca."

Not one jot of evidence was produced to substantiate the statement, if intended to refer to the present time, and we are unable to give credence to it.

The vessels now employed in conveying pilgrims to Jeddah are of modern type, of the highest class, well found and efficient in every respect; they are all European-owned, and are mainly regular liners, such as Holt's, Mutual's, and Rickmer's lines.

The vessels employed in carrying pilgrims from India are, in many instances, obsolete for the general passenger trade; many of them are native-owned, and, as such, may call for stricter supervision and regulation. As an instance of the varying class of vessel employed in India, the Indian Regulations provide "that no Certificate (B) shall be granted between the 20th May and the 20th September in respect of a ship of tonnage less than 500 registered tons, and which is not capable of steaming at least 8 knots an hour in ordinary monsoon weather."

No steamer of less than 1,500–2,000 tons register is employed from the Straits in this trade, capable of steaming 10–12 knots, and there are similarly inapplicable Regulations throughout.

Statistics taken for the last four years of the number of deaths on board Holt's line, which carries by far the larger proportion of Straits pilgrims, show a percentage of 0·33 from the Straits, and 0·77 from Jeddah.

Out of thirty-six deaths from the Straits in 1895, twenty-two were from old age; of forty-five deaths to the Straits in 1894, twenty-one were from a similar cause.

It may be observed that the larger percentage of deaths from Jeddah is traceable to the hardships and insanitary conditions on shore.

We have no means of ascertaining corresponding statistics from India; but looking to the class of vessels generally employed, and of the pilgrims, it may be safely inferred that the percentage of deaths is much larger.

Section 19 provides that "the Governor in Council may by order prescribe the number of superficial and cubic feet of space," and the Indian Regulation will, it is assumed, be adopted—12 superficial and 72 cubic feet.

Under the present law, the space allotted is 9 superficial and 54 cubic feet, the same as in the Regulation of Netherlands India.

The foregoing statistics prove that the space is sufficient for sanitary purposes, and, on inquiry, we learn that the pilgrims are satisfied with the accommodation.

Section 24 (1) (*a*) reads: "If, after a pilgrim ship has departed or proceeded on her voyage, any additional pilgrims are taken on board at a port or place within the Colony appointed under this Ordinance for the embarkation of pilgrims . . . . the master shall obtain a fresh certificate to the effect of Certificate (B) from the Port Officer at that port."

If this is intended to apply to pilgrims taken on board at Penang by a steamer calling for that purpose, after having embarked pilgrims here, the provision appears harsh and unnecessary.

Section 29 provides that "every pilgrim ship shall touch at Aden, and shall not leave that port without having obtained from the proper authority a certificate stating whether any case of cholera has or has not occurred on board since the ship left the port of last departure."

As every ship has to call at Camaran, and is there subjected to a strict quarantine of five days, her pilgrims landed and inspected, it is difficult to understand the reason for this section. It appears needless; adds to the prolongation of the voyage; and forms another source of charge to the pilgrim. All pilgrims are counted on landing, and again counted on re-embarking at Camaran, and compared with the ship's lists at port of departure.

Sections 32–34. Similar provisions are not found in the Netherlands India Regulations. Ships' doctors, for their own protection, examine the pilgrims on board.

The above are the main points to which we think it necessary to refer. We would repeat that the difference in the position of this Colony from India does not seem to have been recognized. Here, as we have endeavoured to point out, we are open to the competition of the Dutch ports, and the tendency of the Bill will be to decrease the pilgrim transit from the Straits by adding greatly to its cost. The loss of this branch of business will prejudicially affect the welfare of the ports, in many ways now benefitted by movements of the pilgrims; and if the Bill be passed as it is, the pilgrims will find that a heavier cost is imposed on them than the requirements of safety, health, or convenience call for.

(Signed) A. P. ADAMS (W. Mansfield and Co.).
T. SHELFORD (Paterson, Simons and Co.).
T. SCOTT (Guthrie and Co.).

January 11, 1897.

Inclosure 8 in No. 36.

The Singapore Chamber of Commerce to Mr. Swettenham.

Chamber of Commerce, Singapore, January 30, 1897.

Sir,

I AM directed by the Committee of the Chamber of Commerce to address you relative to the "Bill to make better provision for the Regulation of pilgrim ships," copies of which you were good enough to forward to me in your letter of the 7th instant.

2. The Bill appears to be a mere transcript of the Indian Act, No. 4, of 1895, and it is evident that no consideration has been given to the different conditions under which the pilgrim trade is carried on in these waters.

3. In the first place, the vessels employed at the present day in conveying pilgrims from the Straits to Jeddah are of the highest class in Lloyds, efficient and well found in every respect; they belong mainly to Holt's and the China Mutual Company lines, and are occasionally of the Glen, Rickmers, and other well-established Companies. In this respect alone the service is much superior to that generally conducted from India, and with regard to ventilation, hospital accommodation, and other particulars they are already up to requirements. To apply the same minute Regulations of an iron-cast pattern to first-class steamers as to native-owned craft of an obsolete type, appears needless and unnecessarily harrassing to the shipowner.

4. In the second place, the class of pilgrims shipped from these ports comes mainly from Netherlands India, and the neighbouring islands, they are more cleanly in their habits than is the corresponding class of Indian pilgrims. As evidence of this it may be pointed out that whereas ships from the Straits are put in quarantine at Camaran for five days, vessels from India are subjected to ten days at the same place In further support of this contention it may be stated, as the result of careful statistics during the past four years, that the percentage of deaths on board Holt's line to Jeddah only reached 0·33, and of these a large proportion was due to old age, 22 of 36 deaths in 1895 being traceable to this natural cause. The Committee have unfortunately no means of ascertaining the corresponding percentage of deaths in Indian steamers, but they entertain no doubt that it is considerably larger.

5. The conditions of quarantine at Camaran are onerous, the pilgrims are disembarked, counted, and carefully compared with the original lists, they are recounted on re-embarking, and under these circumstances it is difficult to understand why steamers should for the future be diverted to Aden.

6. If this course is adopted with steamers from India for the purpose of escaping the ten days' quarantine at Camaran, it may doubtless be of considerable advantage and saving to the Indian steamers, but with the shorter period of quarantine at Camaran no such advantage could accrue to steamers from the Straits; Aden, moreover, is out of the

direct track. Indian supervision may doubtless involve additional expense, and I am to remind you that a similar provision in the "Passenger Ordinance of 1874" was after "long discussion" withdrawn. (See Council proceedings, p. 19, of 1874.)

7. It is assumed that the Indian Regulations with respect to enlarged space, 12 superficial feet in place of 9 as at present, will be followed. The 9 superficial feet and 54 cubic feet formed the subject of serious consideration at the time of its adoption; it has been found quite sufficient to provide for the comfort of the pilgrim. Inquiry amongst such of them as we have been able to make shows they are satisfied with the accommodation, it is the allotted space per Netherlands India Regulation, and the increased cost of additional room must necessarily be borne by the pilgrim.

8. And what the Committee desire emphatically to impress upon the Government is that any additional restrictions will have the effect of diverting the trade from the Straits ports to those of the Netherlands India. The present Regulations are already in some instances more strict than those existing in Netherlands India; experience of the past several years has shown that previous abuses relative to the carrying trade to Jeddah have been removed, and under existing conditions it is contended that the pilgrim is well and sufficiently provided for. He will insist upon paying the homage to his religion by pilgrimage to Mecca, and the proposed Bill with its more severe Regulations can only result in enhancing the cost which, on account of the greater distance, already bears more heavily upon the pilgrim from the Straits than from India; or in leaving him to be conveyed by steamers under a foreign flag, subject to conditions which, mainly similar to those now in force with us, have been found amply sufficient for sanitary and other convenient purposes.

9. In these days of keen competition and rivalry, which is yearly increasing, it is essential that no steps other than of proved necessity should be taken, the effects of which will be to hamper a trade that has hitherto been largely conducted through our ports to the benefit of the pilgrims and the branches of trade influenced by them.

10. The Committee, therefore, beg that a representation may be made to the Secretary of State asking for at least a closer investigation into the present condition of the carrying of pilgrims to Jeddah from the Straits, and they feel assured that, if traced to their source, any evils attendant on the trade are directly due to the gross insanitation and corruption which obtains in the Turkish ports and not in any way to the causes purported to be dealt with by the proposed Bill.

11. I am directed to inclose three printed copies of a Report on the Bill laid before the Chamber at their Annual General Meeting held on the 28th instant, and engrafted on the Annual Report which was unanimously adopted on that occasion.

I have, &c.
(Signed) ALEX. J. GUNN, *Secretary.*

Inclosure 9 in No. 36.

Governor Sir C. Mitchell to Mr. Chamberlain.

Government House, Singapore, March 20, 1897.

Sir,

WITH reference to your despatch of the 17th ultimo, I have the honour to inform you that the draft Regulations under the Pilgrim Ships Ordinance were not finally settled till the 12th ultimo, and as the Bill was then under your consideration, I thought it best to await your instructions in regard to the Bill before forwarding the draft Regulations.

2. I now forward six copies for your information. They are, in effect, the Rules passed by the Government of India on the 5th October, 1896, with such verbal alterations as are necessary to adapt them to this Colony.

I have, &c.
(Signed) C. B. H. MITCHELL.

Inclosure 10 in No. 36.

Mr. Chamberlain to Governor Sir C. Mitchell.

Downing Street, May 28, 1897.

Sir,

I HAVE the honour to acknowledge the receipt of your despatches of the 18th February and 20th March last, relative to the Bill "to make better provision for the regulation of pilgrim ships."

2. Since those despatches were written you will have received my despatch of the 11th March last, informing you that Her Majesty's Government have agreed to ratify the Paris Cholera Convention, subject to certain reservations, and that, therefore, the Regulations to be issued under the new Ordinance would have to be modified, so as to conform with the provisions of that Convention, except as to the points reserved.

3. I have now to transmit to you copies of a Report by the British Delegates at the recent Plague Conference at Venice, forwarding and explaining a Convention which was signed at that Conference. Her Majesty's Government have agreed that, as soon as the Venice Convention is ratified, it will at once apply to India and to the Straits Settlements.

4. You will observe that the provisions of the Venice Convention relating to the pilgrim traffic differ in certain respects from those of the Paris Convention, and in those respects the new Regulations in the Straits Settlements may follow the Venice rather than the Paris Convention.

5. There is nothing in either of the Conventions which renders it necessary that Straits Settlements pilgrim ships should call either at Aden or Perim, and you are at liberty to omit the provisions as to a compulsory call at Aden contained in the Bill, of which a copy was inclosed in your despatch of the 11th January last.

6. It is expected that the Netherland Government will ratify the Venice Conventions, and I have asked the Marquess of Salisbury whether he can ascertain from what date new Rules based upon that Convention will be brought into operation in Netherlands India. Pending receipt of the reply from the Netherland Government on this point, I will defer giving you any instructions as to the date for bringing into force the new Straits Settlements Regulations, but, in the meantime, I have to request you to take steps as soon as possible for passing the Ordinance and publishing the Rules.

7. I inclose copies of correspondence with the Ocean Steam-ship Company on the subject of the proposed new Rules.

I have, &c.
(Signed) J. CHAMBERLAIN.

No. 37.

Sir P. Currie to the Marquess of Salisbury.—(Received May 31.)

(No. 45. Commercial.)

Constantinople, May 21, 1897.

My Lord,

I HAVE the honour to forward to your Lordship herewith copy of a Report which I have received from Dr. Dickson respecting the Rules for pilgrim ships returning to Mediterranean ports.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 37.

Report on the Rules for Pilgrim Ships returning to Mediterranean Ports.

LA Commission chargée d'examiner la question concernant les dispositions à prendre par rapport au retour des pèlerins du Hedjaz de cette année a l'honneur de proposer au Conseil Supérieur de Santé l'application des mesures suivantes :—

Mesures concernant les Bateaux à Pèlerins se rendant dans un Port Ottoman de la Méditerranée.

1. Les pèlerins seront soumis à la visite médicale individuelle avec débarquement à un des lazarets suivants : Beyrouth, Tripoli de Barbarie, et Clazomènes.

2. Le nombre des pèlerins et passagers à embarquer sur chaque navire, soit à Djeddah, soit à Yambo, sera strictement limité à celui porté sur le certificat officiel de mesurage dont le navire est porteur. Les indigents que l'autorité locale croira devoir embarquer gratuitement sur le navire seront compris dans ce chiffre.

3. En l'absence de toute maladie épidémique au Hedjaz, l'obligation pour ces navires de posséder une étuve à désinfection à bord est rapportée. Toutefois, des désinfectants appropriés devront se trouver à bord à l'effet de pouvoir procéder à la désinfection chimique en cas de nécessité.

4. A l'arrivée à Constantinople les navires à pèlerins seront visités par la Commission Médicale établie par l'Administration Sanitaire, laquelle est composée des honorables membres du Conseil Supérieur de Santé, les Drs. Vitalis Effendi, Inspecteur du Service Sanitaire, et Loutfi Bey.

5. Sont maintenues toutes les autres dispositions concernant les conditions des navires faisant le transport des pèlerins, et contenues dans le Règlement Spécial du Pèlerinage de 1897.

Lu et adopté.

No. 38.

Sir P. Currie to the Marquess of Salisbury.—(Received May 31.)

(No. 46. Commercial.)

My Lord, *Constantinople, May* 27, 1897.

ON the receipt of your Lordship's despatch No. 36, Commercial, of the 2nd April, requesting to be informed whether my colleagues had expressed any opinion respecting the contemplated construction of lighthouses in the Red Sea, I addressed to them a second Circular, pressing for an answer to the proposals made by me under instructions from your Lordship.

I have now been informed by the German Ambassador that his Government are prepared to support the representations suggested in my Circular.

I have not received any answer from my other colleagues.

I have, &c.
(Signed) PHILIP CURRIE.

No. 39.

India Office to Foreign Office.—(Received June 1.)

Dear Sir Henry Bergne, *India Office. May* 31, 1897.

THE Government of India have learned from their Representatlve at the Venice Conference that he was greatly indebted to Mr. H. Farnall, without whose assistance Dr. Cleghorn would have found it difficult to place his views before the Conference; and they have asked the Secretary of State for India to convey to the Foreign Office an expression of the appreciation of Mr. Farnall's services by the Government of India.

Lord George Hamilton has requested me to repeat to you what the Government of India have said, and to add his own acknowledgments of the services kindly given by Mr. Farnall to the Indian Delegate at Venice.

I am, &c.
(Signed) C. E. BERNARD.

No. 40.

Lord Cromer to the Marquess of Salisbury.—(Received June 3.)

(No. 27. Commercial.)

My Lord, *Cairo, May* 23, 1897.

WITH reference to your Lordship's telegram No. 11 of the 18th instant, I have the honour to transmit herewith copy of a circular which I have received from the Minister of Foreign Affairs, forwarding a draft Decree by which the reduction of the light dues is postponed from the 1st July to the 1st September next, and the sum of £ E. 2,400 is to be taken from the light dues, and paid to the Quarantine Board.

As explained in the note, this sum is required to meet the extraordinary expenses for installation at Moses' Wells, to be carried out in accordance with the resolutions adopted by the Venice Conference.

I presume from your Lordship's telegram that Her Majesty's Government will assent to this Decree, and I venture to ask that your Lordship may be good enough to communicate to me their decision by telegraph, as it is of importance that the shipping interest should have as long notice as possible.

I have, &c.
(Signed) CROMER.

Inclosure 1 in No. 40.

Boutros Pasha to Lord Cromer.

(Circulaire.) *Ministère des Affaires Étrangères, Alexandrie, le* 22 *Mai*, 1897.

Milord,

BIEN que le Gouvernement de Son Altesse n'ait pas encore été saisi officiellement des résolutions adoptées par la Conférence de Venise, il a pu s'assurer, par la communication qui lui en a été faite par ses Délégués, qu'il y a lieu de prévoir une dépense extraordinaire de £ E. 4,000 pour de nouvelles installations à créer aux Sources de Moïse.

Comme il s'agit de faire face à cette dépense par un ajournement de l'entrée en vigueur du nouveau tarif réduit des droits de phares, fixé au 1er Juillet prochain, et étant donné le délai très court qui nous sépare de cette date, le Gouvernement de Son Altesse a cru devoir se préoccuper, sans attendre la notification officielle des résolutions de la Conférence, de créer les ressources nécessaires. A cet effet il y aurait lieu, conformément, d'ailleurs, aux recommandations de la Conférence, de retarder de deux mois, c'est-à-dire jusqu'au 1er Septembre prochain, l'entrée en vigueur du nouveau tarif réduit des droits de phares: cet ajournement aurait pour effet de permettre au Gouvernement de mettre à la disposition du Conseil Sanitaire Maritime et Quarantenaire la somme de £ E. 4,000 reconnue nécessaire pour l'exécution des mesures dont s'agit.

C'est dans ce sens que le Gouvernement de Son Altesse a préparé le projet de Décret que j'ai l'honneur de vous remettre ci-joint en deux exemplaires.

En vous priant de vouloir bien donner communication de ce projet au Gouvernement de Sa Majesté Britannique, je vous serais très obligé de me faire connaître son adhésion au dit Décret aussitôt qu'il vous sera possible.

Veuillez, &c.
Le Ministre des Affaires Étrangères,
(Signé) BOUTROS GHALY.

Inclosure 2 in No. 40.

Draft Decree.

NOUS, Khédive d'Égypte,

Vu nos Décrets du 25 Décembre, 1894, et du 28 Décembre, 1896;

Considérant que par suite de nouvelles installations à créer aux Sources de Moïse les dépenses extraordinaires nécessitées par l'aménagement des établissements sanitaires exigent une somme supérieure à celle à laquelle il a été pourvu par l'affectation visée aux Articles 2 et 4 du Décret précité du 25 Décembre, 1894;

Sur la proposition de notre Ministre des Finances et l'avis conforme de notre Conseil des Ministres;

Avec l'assentiment des Puissances,

Décrétons:

Article 1er. La réduction des droits de phares édictée par l'Article 1er de notre Décret précité du 28 Décembre, 1896, entrera seulement en vigueur le 1er Septembre, 1897.

Art. 2. Une somme de £ E. 4,000 sera prélevée sur le produit des droits de phares pendant l'Exercice 1897 et versée au Conseil Sanitaire Maritime et Quarantenaire.

Art. 3. Notre Ministre des Finances est chargé de l'exécution du présent Décret.

No. 41.

Sir Clare Ford to the Marquess of Salisbury.—(Received June 3, 12·8 P.M.)*

(No. 6. Commercial.)
(Telegraphic.) P. *Rome, June 3, 1897, noon.*

WITH reference to your Lordship's telegram of 18th March, a copy of result of Venice Conference has been sent by Italian Government to their Representative at Cairo in order that it should be communicated to the Egyptian Government, and their adhesion to it obtained.

The reply will be communicated to me as soon as it is received from Cairo.

No. 42.

Sir P. Currie to the Marquess of Salisbury.—(Received June 4.)

(No. 39. Commercial.)
(Telegraphic.) P. *Constantinople, June 4, 1897, 3·40 P.M.*

I REFERRED your Lordship's despatch No. 45, Commercial, of the 6th ultimo to Dr. Dickson, whose report on it I have only just received.

His most serious objection (in which our Legal Adviser agrees) is, that any breach of the Ottoman Sanitary Law should be tried by the existing Consular Tribunals, and in practice cannot be dealt with by the Turkish Maritime Courts.

I forward Dr. Dickson's report by the next post.

No. 43.

Sir P. Currie to the Marquess of Salisbury.—(Received June 4.)

(No. 392.)
(Telegraphic.) P. *Constantinople, June 4, 1897.*

HER Majesty's Consul at Jeddah telegraphs as follows:—

"Plague is more than suspected in Jeddah this week, but the form is a mild one It is denied altogether by the Sanitary Board officer.

"Propose to await further observation and confirmation, and I fancy that should it prove mainly sporadic, the local authorities would wish it to be kept secret."

No. 44.

The Marquess of Salisbury to Lord Cromer.

(No 12. Commercial.)
(Telegraphic.) P. *Foreign Office, June 4, 1897, 1·25 P.M.*

I APPROVE the Decree respecting light dues referred to in your despatch No. 27, Commercial, of the 23rd ultimo.

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* Repeated to Cairo, No. 13, Commercial, Telegraphic, of June 4, 1897.

No. 45*.

Lord Cromer to the Marquess of Salisbury.—(Received June 5.)

(No. 27. Commercial.)
(Telegraphic.) P. *Cairo, June 5, 1897.*

WITH reference to your Lordship's despatch No. 33, I should be glad to know if the Indian Government agrees to continue the grant of 125*l.* a-year. If so, may I proceed at once to carry out the proposed arrangement about Morrison and Alban? I think that further delay is undesirable.

No. 45.

The Marquess of Salisbury to Lord Cromer.

(No. 52. Commercial.)

My Lord, *Foreign Office, June* 4, 1897.

WITH reference to previous correspondence respecting the contemplated construction of lighthouses in the Red Sea, I transmit to your Lordship herewith copy of a despatch from Her Majesty's Ambassador at Constantinople,† stating that he is informed by the German Ambassador that his Government are prepared to support the suggested representations to the Porte on the subject, but that no reply has been received from his other colleagues.

I am, &c.
(Signed) SALISBURY.

No. 46.

Foreign Office to India Office.

Sir, *Foreign Office, June* 5, 1897.

I AM directed by the Marquess of Salisbury to inform you that a telegram has been received from Her Majesty's Agent and Consul-General at Cairo, inquiring whether the Indian Government agree to continue the contribution of 125*l.* a-year to the salary of Dr. Morrison as British Delegate on the Egyptian Quarantine Board.

Lord Cromer considers that further delay in carrying out the proposed arrangement for dual representation on the Board is undesirable.

I am to request that an answer may be returned as soon as possible to the letter from this Department of the 24th ultimo.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 47.

Pro-memoriâ.

Le Gouvernement Italien ayant l'intention de ratifier la Convention Sanitaire de Paris en renonçant à la réserve concernant l'Annexe III de cette Convention (police sanitaire du Golfe Persique), tient à en informer le Gouvernement Britannique. Cette réserve ayant été faite et étant maintenue par le Gouvernement de Sa Majesté Britannique, le Gouvernement Italien, en l'informant de cette décision, serait reconnaissant de connaître le cas échéant l'avis du Gouvernement de Sa Majesté la Reine à cet égard.

20, *Grosvenor Square, Londres,*
le 6 *Juin*, 1897.

The Declaration modifying the Paris Sanitary Convention contains the express statement that Annex III of that Convention is not accepted by Great Britain, and that it is not to be applied to British or British Indian vessels.

Under these circumstances, we need not apparently concern ourselves as to whether other Governments do or do not intend to allow that Annex to be applied to their ships. It seems a matter entirely for their own consideration.

H. G. B.

Foreign Office, June 5, 1897.

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* No. 38.

No. 48.

Foreign Office to General Ferrero.

(Private.)

Foreign Office, June 7, 1897.

My dear Ambassador,

I HAVE reported to Lord Salisbury the information which you have given me as to the intention of your Government to ratify the Sanitary Convention of Paris without the reservation made by Great Britain as to the Sanitary police of the Persian Gulf.

Lord Salisbury desires me to thank you for this communication, and to say that Her Majesty's Government cannot accept Annex 3 of the Convention relating to this point, and must maintain their objection to its being applied to British or British Indian vessels.

But they cannot, of course, claim that other countries should make the same objections or reservations on this point.

I am, &c.
(Signed) T. H. SANDERSON.

No. 49.

Lord Cromer to the Marquess of Salisbury.—(Received June 8.)

(No. 28. Commercial. Confidential.)

Cairo, May 25, 1897.

My Lord,

I HAVE the honour to reply to your Lordship's despatch No. 39 of the 30th ultimo.

It is the unanimous opinion of all the authorities whom I have consulted that it would be desirable to make the change to which your Lordship alludes—that is to say, that the Inspector-General should cease to be a member of the Quarantine Board. The only question for discussion is how this change may best be effected.

The facts, as they at present stand, are as follows:—

Under Article 2 of the Decree of the 19th June, 1893, one of the Egyptian Delegates, who must be an European doctor, is Inspector-General.

Under Article 12 of the same Decree, when the President is absent, the Inspector-General is "chargé d'assurer l'exécution des décisions du Conseil."

This Decree, which is the outcome of the first Venice Conference, cannot be altered without the consent of all the Powers.

The Egyptian Government possesses greater liberty of action in respect to the "Arrêté Ministériel" which accompanies the Decree. This can be altered without the consent of the Powers.

Article 5 of this "Arrêté" provides that when the President is absent, the Inspector-General "dirige les délibérations du Conseil." Further, Article 9 says: "Il" (the Inspector-General) "supplée le Président en cas d'absence ou d'empêchement."

In order to make the proposed change it would appear necessary to obtain the assent of the Powers to the following alterations in the Decree of the 19th June:—

1. The Inspector-General to be excluded from the Board.
2. The Egyptian Government to be free to name another Delegate in order to supply the vote which will thus be lost.
3. The President to have the right of naming a member of the Board, who, in the terms of Article 9, will be "chargé de l'exécution des décisions du Conseil" in the absence of the President, and who will, in fact, be Vice-President.

Inasmuch as a French doctor is now Inspector-General and Vice-President, it can scarcely be doubted that these changes will be distasteful to the French Government. Their opposition might in some degree be mitigated if they were told, unofficially, that, although no engagement could be taken for the future, at the same time it was the intention of the Egyptian Government to name a French doctor to be Inspector-General on the retirement of Dr. Ardouin.

I doubt, however, if this concession alone will be sufficient to insure the assent of the French Government. A more effective measure would be to intimate in suitable terms that, unless the proposed changes were accepted by France and the other Powers, the Egyptian Government would exercise its undoubted right to name some European doctor, who would not be a Frenchman, to replace Dr. Ardouin as Inspector-General under the existing Law.

The Egyptian Government could certainly not take up this attitude, which would be strongly resented by the French, unless they were assured of the cordial support of Her Majesty's Government.

I should be glad to receive a further expression of your Lordship's views on the subject, but I may say that I do not think any immediate action is required. I would suggest waiting until the autumn, when Dr. Ardouin will be about to retire.

As usually happens in Egyptian questions of this sort, the real point at issue is whether, looking to the situation generally, the irritation which will be caused by insisting on the change is worth the gain upon the particular issue under discussion. Something possibly may depend on the special circumstances existing at the time the question is raised.

I have, &c.
(Signed) CROMER.

No. 50.

Sir P. Currie to the Marquess of Salisbury—(Received June 8.)

(No. 39. Commercial.)
(Telegraphic.) *En clair.*

Constantinople, June 8, 1897.

REFERRING to my telegram No. 392, following message received from Health officer at Jeddah by Board of Health:—

"Several cases of fever verified, especially among Yemenis and Hadramautis, on the way from Mecca. One of the latter died to-day, having slight swelling of inguinal glands, said to be from riding. Three others show same symptoms, and are under observation. Nothing certain. I am examining with the doctors Office Municipality Hospital and all sick, and will telegraph result. Mortality in the town is normal."

No. 51.

Sir C. Cookson to the Marquess of Salisbury.—(Received June 9.)

(No. 50. Commercial. Confidential.)

Alexandria, May 29, 1897.

My Lord,

WITH reference to my Confidential despatch No. 49 of yesterday, I have the honour to transmit copy of a report from Mr. Vice-Consul Alban of to-day's date, inclosing copies of two telegrams sent by President Ruffer to the Board on the 28th and 29th instant respectively, referring to the case of suspected cholera at Tor and to the state of the camp there generally.

Mr. Alban also incloses in his report copies of (1) a telegram addressed by the Board to President Ruffer on the 28th instant, asking for more precise and detailed information; and (2) a decision arrived at by the Board at a meeting held this morning, both of which I have the honour to inclose.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 51.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, May 29, 1897.

Sir,

WITH reference to my Confidential report of yesterday, I have the honour to state that a further telegram, of which a copy is inclosed, was received from the President yesterday evening.

The first portion of the telegram referred to the suspicious cases at Tor; but although it showed that there was some doubt, it did not conclusively suggest that the President considered the cases as being Asiatic cholera.

From the second portion it appeared that there had been disturbances among the pilgrims, who were probably exasperated by their detention on suspicion, and that the camp authorities feared that on the following day they would break out of their sections.

Dr. Ruffer added that he had not sufficient tents or staff for the pilgrims now on their way to Tor.

On receipt of this telegram, Dr. Ardouin Bey, the Acting President, telegraphed to the Minister of the Interior in Cairo, and also wrote to the Minister who was here, asking that steps be taken to maintain order at Tor, and that reinforcements be dispatched thither. He also requested the Minister to send 400 tents to Tor at once.

A meeting of the Board was summoned for 7·30 last evening, but owing to the shortness of the notice the Delegates, including myself, who assembled, were not sufficient to form a quorum. Those present drew up a telegram to Dr. Ruffer, of which I inclose a copy, asking for further particulars and requesting him to state definitely whether he thought that the disease was Asiatic cholera or not.

This morning another extraordinary meeting was held to consider Dr. Ruffer's reply (of which a copy is inclosed). Although the bacteriological examination revealed in one case the presence of a bacillus closely resembling that of cholera, he was of opinion, in view of all the circumstances, that the disease was not true Asiatic cholera.

On the strength of this the Board decided to continue to regard the pilgrimage as "healthy," and to allow the pilgrims who had completed the prescribed period of quarantine to proceed to their destinations.

I have the honour to inclose a copy of this decision.

It is most urgent that a force of troops or police should be sent to Tor. The number allowed by the Egyptian Government during the last few years has been quite insufficient to insure the complete isolation of the pilgrims or to suppress a revolt. In the present instance there were only eighty-four police to deal with 5,000 pilgrims, who were excited to revolt by fanatical preachers, and if the Board had decided to regard the case as one of cholera and to detain the pilgrims, very serious consequences might have resulted.

Those who have had a personal experience of pilgrims are aware that the Moors, Algerians, and many of the Turks and Syrians are extremely turbulent and impatient of quarantine restrictions, and that there is always a danger of their resorting to violence. It is to be hoped that the Egyptian Government will lose no time in sending reinforcements, and will in future provide a really adequate force for the maintenance of order at Tor.

The absence of a sufficient number of tents may be explained by the fact that arrangements were made for a smaller number of pilgrims than usual, and it was not anticipated that, contrary to the usual custom, the whole of the pilgrims from Jeddah would arrive almost simultaneously.

I am unable, however, to understand why additional doctors should be required, as the medical staff at Tor is larger than usual.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 51.

Dr. Ruffer to the Quarantine Board.

(Télégraphique.) *Tor, le 28 Mai*, 1897, 3 *h.* 50 *m. soir.*

RÉUNISSEZ Conseil. Réaction Pfeiffer défavorable. Je prie le Conseil de considérer que s'il n'y avait pas eu bactériologue ici personne n'aurait eu soupçon du choléra. Pas un seul malade à l'hôpital ou au campement a symptômes même suspects. État général du campement pas mauvais; aussi bon qu'années ordinaires. Je ferai remarquer, en plus, que demain, en toute probabilité, il nous sera impossible de retenir pèlerins dans leurs campements: ils se sont révoltés ce matin, ont envahi un puits et j'ai dû quitter section pour les faire calmer par le Mamour. Dr. Zachariadis et Mamour croient qu'ils envahiront demain le campement et nous craignons troubles

très graves, car ils sont excités par prédicateurs. Nous n'avons que 84 soldats pour 5,000 pèlerins. Câblez décision avant clôture télégraphe Tor 8 heures ce soir. Ferai remarquer, enfin, que nous n'avons plus une tente, ni médecin, ni gardien, ni employé et que nous attendons trois autres bateaux.

Inclosure 3 in No. 51.

Dr. Ardouin to Dr. Ruffer.

(Télégraphique.) *Alexandrie, le* 28 *Mai*, 1897.

QUORUM ayant pas été obtenu, membres Conseil présents demandent détails précis sur culture et réaction Pfeiffer et si réaction obtenue sur un seul cas ou sur plusieurs. Ils demandent, également, si autres bateaux sont contaminés. Veuillez formuler conclusion ferme si choléra Asiatique est au campement ou non.

Inclosure 4 in No. 51.

Dr. Ruffer to the Quarantine Board.

(Télégraphique.) *Tor, le* 29 *Mai*, 1897, 12 *h.* 30 *m. matin.*

RÉUNISSEZ Conseil immédiatement. Réaction Pfeiffer obtenue dans un cas seulement, n'ayant pu, faute de moyens, obtenir autres cultures tout à fait pures. Un cas, sur un autre bateau, a eu bacilles virgule, mais aucun symptôme. Mon opinion ferme est que, bactériologiquement, nous avons trouvé bacille ressemblant, en plusieurs points, au bacille cholérique, mais que, au point de vue clinique, pathologique, et épidémiologique, nous n'avons pas eu un seul cas typique ou même suspect de choléra Asiatique au campement. Étant donné que 5,000 personnes étaient sur les bateaux, dans les plus mauvaises conditions hygiéniques possibles et que, depuis cinq jours, nous n'avons pas eu un seul cas type, ou une mortalité plus élevée que dans les pèlerinages nets ordinaires, je suis d'avis que nous n'avons pas à faire avec le choléra Asiatique.

Je répète que, de l'avis du Dr. Zachariadis, la situation est grave, et que je ne sais ce qui se passera demain, si séjour pèlerins est prolongé, étant donné que nous n'avons pas les soldats nécessaires.

Inclosure 5 in No. 51.

Minutes of Meeting of Quarantine Board, May 29, 1897.

LE Conseil, réuni ce matin, a pris connaissance des nouvelles informations détaillées et favorables fournies, de Tor, par le Président.

Prenant acte des déclarations du Dr. Ruffer, le Conseil a décidé de continuer à considérer le pèlerinage de cette année comme net.

Pour le Président:
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

No. 52.

Foreign Office to Board of Trade.

Sir,

Foreign Office, June 9, 1897.

I AM directed by the Marquess of Salisbury to transmit to you herewith, to be laid before the Board of Trade, copy of a despatch which has been received from Her Majesty's Agent and Consul-General at Cairo,* inclosing a draft Decree which has been forwarded by the Minister for Foreign Affairs, by which the reduction of the Egyptian light dues is postponed from the 1st July to the 1st September next, and the sum of £ E. 4,000 is to be taken from the light dues and paid to the

* No. 40.

Quarantine Board to meet the extraordinary expenses for installation at Moses' Wells to be carried out in accordance with the resolutions adopted by the Venice Conference.

Lord Cromer has been informed in reply by telegraph that Her Majesty's Government approve this Decree.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 53.

*Sir P. Currie to the Marquess of Salisbury.**—(*Received June* 10.)

(No. 47. Commercial.)

Constantinople, May 29, 1897.

My Lord,

I HAVE the honour to forward to your Lordship herewith copy of a telegram received from M. Roullet, the architect in charge of the reconstruction of the Camaran lazaret, reporting on the progress being made with the work.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 53.

M. Roullet to Sir P. Currie.

Camaran, le 9 *Mai*, 1897.

(Télégraphique.)

MAÇONNERIE des dix-huit maisons (hôpitaux) est terminée. Les portes et fenêtres ont été posées à quinze maisons. Les toitures sans les tuiles ont été posées à douze maisons. Jusqu'au 15 Mai seront placées les autres aussi. Les tuiles seront posées au fur et à mesure qu'elles seront fabriquées après la réception des planchettes. La voie ferrée dessert la cinquième division. Les conduites d'eau sont posées jusqu'à la quatrième division. Construisons four chaux et maison type pèlerins. La production de briques en Avril était de 226,168 pour cause d'arrêt de la briquetterie à vapeur, faute de manœuvres. Le stock de l'eau est de 50 tonneaux. On ne distille que l'eau nécessaire pour l'entretien des machines.

No. 54.

The Marquess of Salisbury to Mr. Howard.

(No. 13. Commercial.)

Foreign Office, June 10, 1897.

Sir,

I HAVE received a letter from the Colonial Office stating that the Government of the Straits Settlements are about to annex their Pilgrim Traffic Regulations in conformity with the provisions of the Venice Convention, and suggesting that the Netherland Government should be asked when they propose to adopt the new Rules in Netherlands India.

I request that you will address an inquiry to the Netherland Government on the subject.

I am, &c.
(Signed) SALISBURY.

No. 55.

Sir C. Cookson to the Marquess of Salisbury.—(*Received June* 11.)

(No. 54. Commercial.)

Alexandria, June 3, 1897.

My Lord,

I HAVE the honour to transmit herewith copy of a despatch, dated the 1st June, from Mr. Vice-Consul Alban, reporting the proceedings at the usual monthly

* Sent to India Office, June 14, 1897.

meeting of the Quarantine Board, held on that morning, at which the question was discussed whether cases of diarrhœa, in which there were no clinical symptoms of cholera, but the bacteriological examination of which gave rise to very great suspicions, should be considered sufficient to authorize declaring the pilgrimage infected.

The decision was to accept the President's proposal to watch the Egyptian pilgrims carefully, but not to impose any quarantine measures.

I submit that this precedent, if followed, may lead to considerable difficulties, and that the Board is in every case bound to take the responsibility of either definitely granting or refusing a clean bill of health, and has no authority to take any half measures which may involve detention of British vessels.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure in No. 55.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, June 1, 1897.

Sir,

I HAVE the honour to report that the usual monthly meeting of the Quarantine Board was held this morning.

The first important question on the "ordre du jour" was a verbal communication from the President, Dr. Ruffer, relative to the suspicious cases at Tor referred to in my Reports of the 28th and 29th ultimo.

As the question is one of considerable importance from both the scientific and practical points of view, I will forward the *procès-verbal* containing the President's Report, and the subsequent discussion as soon as it is ready, together with any further details which may be obtainable, and the result of the scientific investigations which are still being conducted.

The facts stated briefly are as follows, and were summed up in the President's telegrams to the Board inclosed in the Reports referred to above. Several cases (amounting altogether to nine up to the present time) occurred in which the presence of curved bacilli closely resembling those of cholera were discovered in the evacuations or intestines of the patients. The first case occurred on board the steam-ship "Colina," where the patient undoubtedly died of dysentery. In this case the Pfeiffer Reaction succeeded, and it would therefore appear that the bacillus was that of cholera, or one so closely resembling it as to be practically as dangerous.

In the other cases it was not possible then to obtain pure cultures for the purpose of trying the Pfeiffer Reaction, but the bacillus presented the same features, and further investigations are now being pursued. In spite of the presence of these bacilli there was not among either the nine cases referred to above, or any of the 4,000 pilgrims detained during five days, a single case which presented any symptom of cholera, nor did the *post-mortem* examination in any instance reveal the existence of that disease—that is to say, that Asiatic cholera did not exist in the camp, but that its bacillus was found in the case of nine persons.

I believe that such a proportion is very rare indeed. The explanation has yet to be found, but Dr. Ruffer suggested that there may have been an unreported outbreak of cholera at the Hedjaz, and that the persons on whom the bacillus was found had had the disease and recovered from it. I should add that the history of the "Colina" threw no light on the subject, and that the water on board that vessel had been taken from Suez.

The remarks of Dr. Ruffer, who is entitled to speak with authority on bacteriology, and who has shown throughout the question the utmost scientific zeal, energy, and conscientiousness, and of Dr. Gotschlich, the Sanitary Inspector of Alexandria, gave rise to an animated and at times almost acrimonious scientific discussion. The majority of the Board, who are by no means ardent believers in bacteriology, were of opinion that as, from a clinical, pathological, and epidemiological point of view, cholera did not exist at Tor, they could not take into consideration the presence of the cholera bacillus, more especially as this bacillus might exist in perfectly healthy individuals, and might remain for a considerably longer period than that prescribed by any quarantine Regulations. They were of

opinion that we could not call these cases "accidents suspects de choléra," which would entitle us to enforce the Regulations for a "pèlerinage brut." Drs. Ruffer and Gotschlich, while admitting that cholera did not exist at Tor, considered that the presence of the cholera bacillus was a danger to Egypt, and called for some measures of extra precaution, such as an extra quarantine for Egyptian pilgrims, or the detention of all persons suffering from diarrhœa until their cases could be thoroughly investigated. I took no part in the discussion, on account of its scientific nature, beyond observing that we ought not to go outside the Regulations, and that we ought either to say that there were "cas suspects de choléra," and impose the rules for a "pélérinage bout," or continue to regard the pilgrimage as healthy. Dr. Ruffer replied that, bacteriologically there were "cas suspects," but that clinically there were not. In the end the President proposed that instructions should be sent to the Director of the Quarantine camp at Tor to watch the sanitary condition of the pilgrims with the utmost vigilance, and to detain all persons suffering from diarrhœa until their cases could be thoroughly examined. On being put to the vote, this proposal was carried by 5 votes against 1 (that of Dr. Legrand, the French Delegate), there being five abstentions. I abstained, because on the one hand I thought that we ought to have adhered to the Regulations, and decided whether the pilgrimage was "foul" or "healthy," instead of adopting a partial measure, and, on the other hand, because there were serious grounds for suspicion from a bacteriological point of view which prevented me from voting against it.

I have written at great length on this question, because it appears to me to involve important points of principle. It is an incident not only unique in the history of the Quarantine Board (which has hitherto been deficient in bacteriological experts), but also, I believe, very exceptional in scientific experience.

But with the advance of science the Board will probably be again confronted with similar problems. What is to be done in such cases? Are we to be guided strictly by bacteriology, and to enforce quarantine rules against cholera when cases of cholera, certain or suspected, do not occur, but the presence of the comma bacillus is established? And, if so, how far are we to carry out this theory in practice.

Or are we, in the face of bacteriological warnings of the presence of the bacillus, and of its probable danger, to decline to enforce quarantine rules? Or, as an alternative, are we to adopt a special treatment for these cases which is not provided for by the existing Regulations as contained in Sanitary Conventions?

In the case of Boards of Health in Europe the question would be left to their discretion, and would be comparatively simple, but in the case of the Egyptian Quarantine Board, which is and must be tied down to the letter of Conventions, the problem is a somewhat difficult one.

The outbreak of typhus among sheep, reported by me on the 30th ultimo, was the only other question of importance before the meeting. Mr. Littlewood, Veterinary Inspector of the Egyptian Government, proposed that the prohibition against the importation of Syrian cattle should be extended to Syrian sheep. In view of the present defective arrangements by which sheep and cattle have to traverse the whole of Alexandria to reach the quarantine station at Chatby, the proposal was adopted without a dissentient voice (the Turkish Delegate being absent), and only one Delegate abstained.

The French and Greek Delegates voted for the proposal with the reservation that, when the new quarantine parks at Mex are opened, they will no longer support any prohibition of the importation.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 56.

Sir P. Currie to the Marquess of Salisbury.—(Received June 11.)

(No. 41. Commercial.)
(Telegraphic.) P. *Constantinople, June* 11, 1897, 11 A.M.

HER Majesty's Consul at Jeddah telegraphed yesterday as follows:—

"Mortality rose rapidly yesterday to twenty-eight. Three persons were declared

suspect out of the few who were examined. Corpses and women suffering are concealed. More doctors as well as lady doctors are urgently needed. If there is further detention the pilgrims will be excited."

(Sent to Cairo.)

No. 57.

The Marquess of Salisbury to Lord Cromer.

(No. 15. Commercial.)
(Telegraphic.) P. *Foreign Office, June* 11, 1897, 2·35 P.M.

WITH reference to your telegram of the 5th June, proposed arrangements for Quarantine Board are approved by India Office, who will continue to Dr. Mackie's successor the allowance of 125*l.* per annum.

No. 58.

Mr. Howard to the Marquess of Salisbury.—(Received June 12.)

(No. 39. Commercial.)
My Lord, *The Hague, June* 11, 1897.

IN accordance with the request contained in your Lordship's despatch No. 13, Commercial, of yesterday's date, I have this day informed M. Roëll that the Government of the Straits Settlements are about to amend their Pilgrim Traffic Regulations in conformity with the provisions of the Venice Convention, and have inquired of his Excellency when the Netherland Government propose to adopt the new rules in Netherlands India.

I have, &c.
(Signed) HENRY HOWARD.

No. 59.

Lord Cromer to the Marquess of Salisbury.—(Received June 14.)

(No. 30. Commercial. Confidential.)
My Lord, *Cairo, June* 4, 1897.

I HAVE the honour to reply to your Lordship's despatch No. 47 of the 14th ultimo on the subject of the appointment of a Persian Delegate to the Quarantine Board.

The Egyptian Government is but little interested in this matter. I have ascertained that, if the nomination is supported by Her Majesty's Government, they will make no objection. The question, therefore, really resolves itself into a consideration of whether it is desirable in British interests that a Persian Delegate should be appointed.

I need hardly say that the composition of the Quarantine Board is a matter of much importance. With some few exceptions, the general tendency of most of the foreign Delegates has been to oppose the views taken by Her Majesty's Government on quarantine matters. It would certainly be undesirable to do anything which would be likely to strengthen the opposition. Before, therefore, the matter is decided, it might be as well, if possible, to ascertain the probable attitude of the Persian Delegate. This is all the more necessary as I am given to understand that at the recent Venice Conference the Persian Delegate generally supported the views put forward by his Russian colleague. There is a notably wide divergence between English and Russian views on quarantine matters.

If the Persian Government would give Her Majesty's Minister at Tehran an assurance that the instructions given to their Delegate would be to act in general accordance with his English colleague, there would perhaps be no objection to a

representation being made to the Egyptian Government on the subject. Probably the best guarantee would be that the Persian Consul-General in Egypt should consult with the English Consul-General as to the person who should be nominated.

I have, &c.
(Signed) CROMER.

No. 60.

The Marquess of Salisbury to Lord Cromer.

(No. 55. Commercial.)

Foreign Office, June 14, 1897.

My Lord,

I HAVE received your Lordship's despatch No. 28, Commercial, of the 25th ultimo, discussing the best means of effecting the change in the position of the Inspector-General, which was proposed in my despatch No. 39, Commercial, of the 30th April last.

I concur in your Lordship's suggestion to postpone taking any action until the autumn, when I shall be glad to receive a further report from you as to the desirability of moving in the matter.

In any case, it would be well not to approach the question in such a manner as to arouse French susceptibilities.

I am, &c.
(Signed) SALISBURY.

No. 61.

India Office to Foreign Office.—(Received June 15.)

India Office, June 14, 1897.

Sir,

I AM directed by the Secretary of State for India to acknowledge the receipt of the Venice Delegates' Report, dated the 31st March, 1897, and of the text of the Convention. Copies of these documents have been forwarded, confidentially, to the Government of India.

Before sending instructions to India on the subject, Lord George Hamilton wishes to learn the views of the Secretary of State for Foreign Affairs on two points, namely:—

1. Whether it is desirable that, in accordance with the suggestion in the Delegates' Report (p. 11, paragraph 5), the Indian Government should act on the lines of the Convention, without waiting for its ratification; and

2. Through what channels the notifications regarding the appearance of plague, and regarding the preventive measures taken, should be communicated to the several Powers.

As at present advised, Lord George Hamilton would be prepared to direct that the Government of India should act on the lines of the Convention, as far as practicable, without waiting for ratification, if that is the view of Her Majesty's Government.

In regard to making notification to the Powers, Lord George Hamilton proposes to instruct the Government of India that notification of the appearance of plague or of its extension to a fresh port or area should be made, as soon as possible, to the Calcutta Consulate of every Signatory Power, that may have a commercial Representative there; and that, in the case of Powers that have no such Representative in Calcutta, telegraphic intimation should be sent by the Government of India to the British Diplomatic or Consular authority at the capital of such Power. Further notification of protective and preventive measures should be sent by post, as soon as convenient, through the same channels. This procedure would obviate delays that might be unavoidable if all such notifications had to go round by the India Office, the Foreign Office, and the Embassies in London.

I am to inquire whether the suggested arrangement commends itself to the Secretary of State for Foreign Affairs, or whether he would prefer that all notifications

No. 62*.

*Sir P. Currie to the Marquess of Salisbury.**—(*Received June* 15.)

(No. 45. Commercial.)
(Telegraphic.) P. *Constantinople, June* 15, 1897.

BOARD OF HEALTH reports: Jeddah, 6 deaths from plague 10th June, 3 on 11th June; total from 5th June, 17.

* Copies to India Office, Colonial Office, Local Government Board, and Board of Trade, June 5, 1897.

should be sent through the Foreign Office. Copies of all such telegrams and letters would be forwarded from India to the Secretary of State, and could, if required, be furnished to the Foreign Office.

I am, &c.
(Signed) A. GODLEY.

No. 62.

Sir P. Currie to the Marquess of Salisbury.—(*Received June* 15.)

(No. 44. Commercial.)
(Telegraphic.) P. *Constantinople, June* 15, 1897, 11 A.M.

I HAVE received from Her Majesty's Consul at Jeddah the following telegram:—

"It is evident that the inhabitants of this city will refuse to permit, and will forcibly resist, any visitation of women and corpses by a medical authority. The odium incurred by the Vice-Consul for declaring the existence of plague increases daily, and causes him anxiety. It is alleged by the officer of the Sanitary Board that the existence of the disease was first inquired into by that body.

"Fifty-eight people have already arrived for next year's pilgrimage. If possible, steps should be taken to prevent any more coming for this purpose."

No. 63.

Sir C. Cookson to the Marquess of Salisbury.—(*Received June* 16.)

(No. 57. Commercial.)
My Lord, *Alexandria, June* 4, 1897.

WITH reference to my despatch No. 54 of the 3rd June, I have the honour to transmit herewith copy of a further report received this morning from Mr. Vice-Consul Alban on the subject of the suspicious cases at Tor, and inclosing telegrams from the Director of the camp there reporting the results of the examinations.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 63.

Vice-Consul Alban to Sir C. Cookson.

Sir, *Alexandria, June* 3, 1897.

WITH reference to my report of the 1st instant, I have the honour to forward herewith copies of telegrams from the Director of the Quarantine camp at Tor. The first, dated the 1st instant, refers to a case of dysentery on board the steam-ship "Hosseinee." Dr. Zachariades concludes that the case was not a suspicious one. He also states that a case of diarrhœa had occurred on board the "Rahmanieh."

The remaining three telegrams refer to the latter case. It would appear that one curved bacillus was found, but that the bacteriological examination proved negative. The general health of the Egyptian pilgrims was perfect.

I have also the honour to state that Drs. Bitter, Gotschlich, and Symmons, of the Egyptian Sanitary service, have examined bacteriologically the bacillus discovered by Dr. Ruffer at Tor, and have come to the same conclusion as he did, that it is the cholera bacillus.

With reference to the decision of the Board referred to in my report of the 1st instant, I should like to add some further observations.

Neither Dr. Ruffer nor any of the Delegates at the Board were prepared to propose the application of the Rules for an infected pilgrimage, and even Dr. Gotschlich, the Sanitary Inspector of Alexandria, who was of opinion that there was a danger to Egypt, limited himself to suggesting a special quarantine for Egyptian pilgrims.

If it had been decidedly proposed to declare the pilgrimage infected, I should have probably voted for it at the time, though in the face of the considerations stated below I should have felt very doubtful on the subject, in view of the possible consequences in the future. I did not feel that I could make such a proposal myself, and I am convinced that it would not have been adopted. The only question, therefore, was whether the pilgrimage should be considered healthy, and no special precautionary measures adopted, or whether some extra precautions should be taken for the protection of Egypt in deference to the wishes of the Egyptian Delegates. It was suggested that, as the Egyptian pilgrims who were expected only amounted to about 2,000, the Egyptian Sanitary service would be able to exercise a supervision over them after their arrival in Egypt, as is done in Europe. Two Egyptian Delegates, however, stated that this was impossible. Dr. Ruffer then made the proposal (reported in my report of the 1st instant), which was accepted by the Board.

As being a partial measure, and not in accordance with the Regulations, I abstained from voting on it as a matter of principle, having previously objected to such a course. I may say, however, that it was proposed and adopted entirely in the interest of Egypt, and that if it had not been carried no extra quarantine measures of any sort would, I am sure, have been enforced.

At the risk of repeating myself I should like to refer again to the considerations which influenced Dr. Ruffer and the majority of the Board in hesitating to enforce the Rules for an infected pilgrimage.

There was no case certain or suspected of cholera at Tor, but the presence of the cholera bacillus in the evacuations of certain persons (chiefly on board the "Calina") was almost by accident established.

The scientific discussion at the Board tended to show that the presence of these microbes does not necessarily constitute a danger, that they may exist in perfectly healthy persons or in persons who have recovered from the disease, and that the time during which the germs may so remain without becoming attenuated may, so far as is known, extend to forty days or even more.

Dr. Legrand, the Acting French Delegate, whose opinion carries weight with the Board, considered that if we were to regard the bacteriological discovery of the presence of the cholera germ, when not a single case of the disease existed clinically among so many persons, as a ground for enforcing quarantine measures, by an *argumentum ad absurdum* we should be compelled, in the case of vessels coming from the East, to examine bacteriologically the evacuations not only of persons suffering from diarrhœa, but also of apparently healthy individuals, before giving free pratique, and that in view of the fact that the germ could live during forty days at least, we should return to the old system of forty days' quarantine in the event of the discovery of the cholera bacillus.

I may add that the general impression at the Board, borne out by all the evidence, was that not a single case of cholera has occurred at Tor, that the cholera bacillus has doubtless before now been present in pilgrims passing through the camp, and that its existence would never even have been suspected this year had we not had on the spot, in the person of the President, an experienced and conscientious bacteriologist.

I should add that the presence of cholera in an epidemic form in the Hedjaz, in view of the absence of all sanitary precautions, the overcrowding and privations of pilgrims, and the neglect of measures to check the spread of the disease, could hardly escape observation (even though no means exist there of making a bacteriological examination), and would certainly have attracted the attention of the Board's Delegate in the Hedjaz.

No doubt Dr. Mohammed Hussein, British Vice-Consul at Jeddah, who recently, I believe, visited Mecca with the object of performing the pilgrimage, would be able to give a decided opinion on the subject from his own observation and experience.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 63.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le 1er Juin*, 1897, 5 *h.* 30 *m. soir.*

DIAGNOSTIC malade du bateau "Hosseinee" dysenterie. Aujourd'hui j'ai assisté autopsie dite par Dr. Onsy suspecte et constaté lésions inflammatoires estomac et intestin grêle et lésions dysentériques du colon et rectum. En outre, hépotisation grise du poumon droit. Diagnostic de ce malade au registre de l'hôpital dysenterie. Ayant remarqué au Dr. Onsy qu'anatomie pathologique ne présentait rien de suspect, reçu réponse que lui appelle suspecte toute anatomie pathologique constatant lésions gastro-intestinales puisque le bacille courbe a été trouvé dans quelques cas semblables, mais qu'il n'a jamais constaté, jusqu'à présent, aucun cas réellement suspect pathologiquement. Je conclus, après cette déclaration du Dr. Onsy et constatation personnelle d'aujourd'hui que la clinique a toujours marché d'accord avec l'autonomie pathologique et que ni par l'une ni par l'autre nous avons constaté, jusqu'à présent, un cas même suspect.

Un seul diarrhéique est entré à l'hôpital; il appartient au vapeur "Rahmanieh."

Demain, je procéderai moi-même à la visite individuelle de tous les pèlerins Égyptiens.

Inclosure 3 in No. 63.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le 1er Juin*, 1897, 7 *h.* 37 *m. soir.*

UN seul cas diarrhée parmi pèlerins Égyptiens. Je vous ferai savoir résultat bactériologique de ce cas demain.

Si état normal, premier bateau portant Égyptiens partira Jeudi.

Inclosure 4 in No. 63.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le 2 Juin*, 1897, 11 *h.* 50 *m. matin.*

CULTURE cas diarrhée "Rahmanieh" n'a donné, jusqu'à présent, qu'un seul bacille courbe. Dr. Onsy prononcera définitivement demain matin. Aucun autre malade du "Rahmanieh" entré à l'hôpital ni constaté à la section. Historique du malade actuel: depuis deux années œdème aux pieds, depuis quarante-cinq jours diarrhée. Symptômes actuels: œdème aux pieds et mains, débilité extrême, évacuations fréquentes, pas de vomissements, insuffisance valvule mitrale, décubitus.

Inclosure 5 in No. 53.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le 3 Juin*, 1897, 9 *h.* 15 *m. matin.*

RÉSULTAT recherches bactériologiques cas diarrhée "Rahmanieh" négatif. Convaincu par visite individuelle faite par moi de l'état sanitaire parfait Égyptiens. Ferai partir "Rahmanieh" aujourd'hui.

No. 64.

Sir C. Cookson to the Marquess of Salisbury.—(Received June 16.)

(No. 60. Commercial.)

Alexandria, June 9, 1897.

My Lord,

I HAVE the honour to transmit herewith copy of a despatch of yesterday's date from Mr. Vice-Consul Alban, inclosing copies of two telegrams received from the Quarantine Board's Delegate in the Hedjaz, from which it would appear that suspicious cases resembling bubonic plague have occurred among the natives of Hydramut at Jeddah.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 64.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, June 8, 1897.

Sir,

I HAVE the honour to forward herewith copies of two telegrams received from the Quarantine Board's Delegate in the Hedjaz, from which it would appear that suspicious cases resembling bubonic plague have occurred at Jeddah among natives of Hydramut. I presume that the persons attacked are pilgrims, though many natives of Hydramut reside at Jeddah.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 64.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le 7 Juin, 1897, 7 h. 30 m. matin.*

PARMI Hadramouts fièvre ganglions inguinaux tuméfiés; trois sous observation. Câblerai résultat.

Inclosure 3 in No. 64.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le 7 Juin, 1897, 5 h. 40 m. soir.*

MALADES présentent forte fièvre, état typhique, prostration, délire, tuméfaction ganglions, aine aisselles, rarement vomissements, diarrhée. Parmi onze cas, quatre décès.

Microscope manque. Malades convalescents habiteront Djeddah.

No. 65.

India Office to Foreign Office.—(Received June 16.)

India Office, June 16, 1897.

Sir,

WITH reference to Mr. Villiers' letter of the 11th instant, forwarding copy of telegrams concerning the outbreak of plague at Jeddah, I am directed by the Secretary of State for India to request that inquiry may be made by telegraph from Jeddah whether all the returning Indian pilgrims of this season have left Jeddah, or

whether any further dispatches of Indian pilgrims on their homeward voyage are expected.

So far as is known here, no Indian pilgrims have reached the Red Sea by steamer from India since the end of February last.

I am, &c.
(Signed) A. GODLEY.

No. 66.

The Marquess of Salisbury to Consul Devey.

(Telegraphic.) P. *Foreign Office, June 16, 1897.*

HAVE all returning Indian pilgrims of this season left Jeddah, or are any further dispatches of Indian pilgrims on homeward journey expected?

Reply by telegraph.

No. 67.

Consul Devey to the Marquess of Salisbury.—(Received June 17.)

(Commercial.)
(Telegraphic.) P. *Jeddah, June 17, 1897.*

NO; 2,500 Indian pilgrims are still in Hedjaz uninfected.

Two steamers are expected here shortly.

No. 68.

Sir C. Cookson to the Marquess of Salisbury.—(Received June 18.)

(No. 62. Commercial.)

Alexandria, June 12, 1897.

My Lord,

WITH reference to my despatch No. 60 of the 9th instant, I have the honour to transmit herewith copy of a further report of this day's date from Mr. Vice-Consul Alban, inclosing three telegrams received from the Board's Delegate in the Hedjaz on the subject of the plague at Jeddah, and a communication from the Ottoman Delegate at Constantinople on the same subject.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 68.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, June 11, 1897.

Sir,

WITH reference to my report of the 8th instant, I have the honour to state that three further telegrams, of which copies are inclosed, have been received from the Board's Delegate in the Hedjaz.

On the receipt of the first of these telegrams announcing that the cases which had occurred at Jeddah were suspected to be plague, a meeting of the "Commission Permanente" was held, which decided to ask the Board to declare the pilgrimage plague-infected provisionally until further news could be obtained.

At a meeting of the Board held on the 9th instant this measure was adopted, and the Rules for a plague-infected pilgrimage were put in force provisionally. The decision was unanimous, but for the abstention of the Turkish Delegate on the ground that he had no definite news.

Another extraordinary meeting of the Board was held this morning, when the President communicated a telegram from the Constantinople Board, of which a copy is inclosed, declaring the existence of plague at Jeddah. The Board decided definitely to declare the pilgrimage plague-infected.

An addition to the provisional staff at Tor in view of the additional work involved by the measures for an infected pilgrimage was agreed to. Among them were six doctors.

The Dutch Delegate opposed, on the ground of economy, any increase in the number of doctors, but the President pointed out that the work of inspecting personally several thousand pilgrims every day was a very lengthy operation, and that only a portion of the medical staff could be spared for this purpose. He considered that the inspection could not be properly carried out with a smaller staff, and observed that the extra expense would be small. After a great deal of talk on the part of the Dutch Delegate, the proposal of the President was carried by 14 votes against 1 (that of the Dutch Delegate). The persistent and almost obstructive opposition of the latter was, I think, under the circumstances, ill-timed and calculated to produce a bad impression.

Some of the Delegates inquired whether the Egyptian Governmedt intended to carry on their previous decision that no Egyptian pilgrims should be allowed to return to Egypt before the conclusion of the epidemic in the Hedjaz. The President stated that he was in communication with the Ministry of the Interior on the subject. He also stated that the Coastguard service would supply a cordon along the banks of the Suez Canal, and would assist with cruisers in guarding the sea-coast from Suez as far as Kosseir. The Egyptian Government would also employ three Khedivial steamers in patrolling the Egyptian coast of the Red Sea as far as Suakin.

It was decided that the Inspector-General, who is now at Tor, should visit Kosseir and Suakin, and superintend the carrying out there of the proper measures.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 68.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le 8 Juin*, 1897.

PAYS origine Douane Hadramout habitant Djeddah. Malades refusent être traités. Impossible savoir nombre attaques. Quatre morts. Après symptômes cliniques constate suspect peste Djeddah.

Inclosure 3 in No. 68.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le 9 Juin*, 1897.

CONSTATE trois suspects morts.

Inclosure 4 in No. 68.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le 10 Juin*, 1897, 6 *h.* 30 *m. soir.*

HABITANTS effrayés dissimulent malades. Constatons seulement signes suspects sur cadavres. Six décès suspects.

Pèlerins du nord subiront quinze jours Camaran. Câblez pour Égyptiens Djeddah, Yambo.

Inclosure 5 in No. 68.

Dr. Cozzonis to Dr. Duca Bey.

(Télégraphique.) *Péra, le 9 Juin*, 1897, 9 *h.* 40 *m. soir.*

PESTE déclarée Djeddah. Quinze jours quarantaine lazaret Camaran. Mission Médicale partira incessamment sous direction Stiepovich.

No. 69.

Colonial Office to Foreign Office.—(Received June 18.)

Sir, *Downing Street, June* 17, 1897.

IN reply to your note of the 15th instant, forwarding two telegrams from Sir P. Currie relative to the plague at Jeddah, I am directed by Mr. Secretary Chamberlain to request you to inform the Marquess of Salisbury that the Governor of the Straits Settlements was informed by telegram on the 12th instant that it had been officially notified that plague had broken out at Jeddah.

With regard to the last sentence of Sir P. Currie's telegram No. 44, I am to point out that, so sar as the Straits Settlements is concerned, no practicable steps can be taken to prevent Malays starting for next year's pilgrimage unless the Government of Netherlands India concurrently takes similar steps, and I am to suggest, for Lord Salisbury's consideration, that it might be pointed out to the Turkish Government, through Sir P. Currie, that the best way to prevent further arrivals at Jeddah would be for the Turkish authorities there to prohibit the landing of any further pilgrims while the plague continues to exist in the district.

I am, &c.
(Signed) EDWARD WINGFIELD.

No. 70.

Foreign Office to India Office.

Sir, *Foreign Office, June* 18, 1897.

WITH reference to my letter of the 15th instant, inclosing copy of a telegram from Her Majesty's Ambassador at Constantinople relative to the outbreak of plague at Jeddah, I am directed by the Marquess of Salisbury to transmit to you herewith, to be laid before the Secretary of State for India, copy of a letter from the Colonial Office on the subject,* in which it is suggested that Sir P. Currie should point out to the Turkish Government that the best way to prevent further arrivals of pilgrims at Jeddah would be for the Turkish authorities there to prohibit the landing of any further pilgrims while the plague continues to exist in the district.

Lord Salisbury would be glad to be informed with the least possible delay whether there is any objection, in the opinion of Lord George Hamilton, to this advice being offered to the Porte by Her Majesty's Ambassador.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 71.

Mr. C. Hardinge to the Marquess of Salisbury.—(Received June 19.)

(No 8. Commercial.)

My Lord, *Tehran, May* 15, 1897.

I HAVE the honour to transmit herewith a Report by Dr. Odling on the subject of the plague and the absence of any sanitary measures in Tehran in connection therewith.

I have, &c.
(Signed) CHARLES HARDINGE.

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* No. 69.

Inclosure in No. 71.

Dr. Odling to Mr. C. Hardinge.

Sir, *Tehran, May* 14, 1897.

I HAVE the honour to report that during the past month no case of plague or suspicion of plague has occurred in Persia or in the Persian Gulf.

No new Regulations have been promulgated, nothing has been done in Tehran with regard to sanitation, and as the fear of plague is diminishing it is not probable that anything will be done.

I have, &c.
(Signed) TOM F. ODLING.

No. 72.

Sir P. Currie to the Marquess of Salisbury.—(Received June 19.)

(No. 48. Commercial.)
My Lord, *Constantinople, June* 8, 1897.

I HAVE the honour to forward to your Lordship herewith copy af a despatch which I have received from Her Majesty's Consul at Jeddah, notifying the fact that from 5 to 10 per cent. of impecunious pilgrims will have to be transported gratis to Ottoman ports.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 72.

Consul Devey to Sir P. Currie.

(No. 42.)
Sir, *Jeddah, May* 21, 1897.

I HAVE the honour to report that the local authorities have addressed a "takrir" note to this Consulate, requesting that British shipping agents be notified that from 5 to 10 per cent. of impecunious pilgrims will have to be carried gratis with tickets when the vessels leave for Ottoman ports after touching at Yembo.

Last year, also, a similar communication was received, and I have lately made some reference to the subject elsewhere.

Receipt of this "takrir" was aknowledged without further comment than that British agents cannot be compelled to carry pilgrims gratis.

I have, &c.
(Signed) G. P. DEVEY.

No. 73.

Sir P. Currie to the Marquess of Salisbury.—(Received June 19.)

(No. 49. Commercial.)
My Lord, *Constantinople, June* 12, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from Dr. Dickson respecting the outbreak of plague at Jeddah.

I have, &c.
(Signed) PHILIP CURRIE

Inclosure in No. 73.

Dr. Dickson to Sir P. Currie.

(No. 51.)
Sir, *Constantinople, June* 11, 1897.

I HAVE the honour to state to your Excellency that telegrams received from Dr. Xanthopulides, Medical Sanitary Inspector at Jeddah, dated the 7th and 8th instant, confirm the outbreak of bubonic plague in that town.

It would appear from these telegrams that the first cases of the malady occurred amongst Yemen, Hadramut, Abyssinian, and Africa-Negro pilgrims.

The Board of Health assembled on the 9th instant to enact measures to meet this emergency, and it ordered a quarantine of fifteen days to be performed at Camaran by all vessels sailing from the Red Sea Arabian shore, extending from Rabuk to Aich, and bound to Ottoman ports or to the Persian Gulf. Ships bound for British India need not perform any quarantine at Camaran. The Vali of the Hedjaz is to be instructed to establish a cordon between Jeddah and Mecca, so as to prevent communication between these two cities. Mecca will have to receive its maritime supplies by way of Rabuk.

The cases of plague at Jeddah will be put into isolated ambulances (temporary hospitals), their clothing and bedding will be destroyed by fire; the houses in which cases of plague have occurred will be disinfected with a solution of corrosive sublimate and thoroughly whitewashed, and then kept unoccupied for twenty days.

A Commission, moreover, will be sent from Constantinople to superintend this work, and the Egyptian Government will be requested to place cruisers along the Arabian coast to prevent contraband.

I have, &c.
(Signed) E. DICKSON.

No. 74.

Sir P. Currie to the Marquess of Salisbury.—(Received June 19.)

(No. 50. Commercial.)
My Lord, *Constantinople, June* 12, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from Her Majesty's Consul at Jeddah, respecting the exceptionally favourable conditions under which the Mecca pilgrimage is taking place this year.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 74.

Consul Devey to Sir P. Currie.

(No. 39.)
Sir, *Jeddah, May* 18, 1897.

IN confirming my telegram of yesterday, I have the honour to draw your Excellency's attention to the exceptionally favourable conditions of health, weather, and temperature, which have attended this year's pilgrimage. No contagious disease nor suspicious cases even have occurred, and the daily mortality reported as between 30 and 40 out of a total of pilgrims from distant places, estimated at from 80,000 to 100,000, scarcely amounts to 2·5 per 1,000 per week. The total concourse, despite large deficits from absence of many Indian, North African, and Caucasian pilgrims, but including Arabs and Mecca inhabitants may have approached 150,000. It is now rumoured that Ottoman pilgrims will be compelled to undergo some ten or twelve days' quarantine, perhaps at Tor, which would under present circumstances merely cause vexatious delay,

as the instructions laid down in the "Règlement Spécial du Pèlerinage" are being most carefully and closely carried out.

Last year, however, quarantine was imposed under similar conditions.

I have, &c.
(Signed) G. P. DEVEY.

P.S. *May* 20.—The Board of Health Officer to-day announces that a medical inspection will have to be undergone at Tor without mentioning any period for quarantine.

G. P. D.

No. 75.

Sir P. Currie to the Marquess of Salisbury.—(Received June 19.)

(No. 46. Commercial.)
(Telegraphic.) P.

Constantinople, June 19, 1897, 12·15 P.M.

PLAGUE at Jeddah.

My despatch No. 48, Commercial, of the 8th instant.

Representations from Her Majesty's Consul at Jeddah have led the Board of Health to give its assent, at the instance of the British Delegate, to the following arrangements in regard to the indigent pilgrims who are now unable to leave Jeddah:—

1. Such pilgrims will be at once removed to the Abu Saad lazaret, where arrangements will be made for feeding them.

2. The Board will request the Porte to provide one or two steamers for the conveyance of those who are Ottoman subjects to their homes.

3. British and Dutch Governments are requested by the Board to arrange for removing British Indian and Dutch subjects to their homes respectively.

British Consul estimates at 500 the number of British Indians at Jeddah.

This telegram has been repeated to Mr. Devey.

No. 76.

Sir P. Currie to the Marquess of Salisbury.—(Received June 19.)

(No. 47. Commercial.)
(Telegraphic.)

Therapia, June 19, 1897.

MY telegram No. 44, Commercial.

Board of Health have decided that no one will be allowed to go to Mecca through Jeddah. That Abu Saad lazaret will be closed. Arrivals subject to fifteen days quarantine will purge it at Camaran, those to five days at Camaran or Suez. Those to twenty-four hours may go direct to Yambo, where all arrivals will undergo medical visit. Ships landing pilgrims at Camaran must wait there to convey them to Yambo.

No. 77.

Foreign Office to India Office.

Foreign Office, June 19, 1897.

Sir,

I AM directed by the Marquess of Salisbury to state, in reply to your letter of the 14th instant, that his Lordship concurs in the proposal of the Secretary of State for India to direct the Government of India to act as far as practicable on the lines of the Venice Plague Convention, without waiting for its ratification.

His Lordship also agrees in the course which Lord George Hamilton proposes to instruct that Government to take with regard to the notification of the disease to the Signatory Powers.

Copies of any such notifications should be communicated to this Office.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 78.

Lord Cromer to the Marquess of Salisbury.—(Received June 21.)

(No. 31. Commercial.)

Cairo, June 9, 1897.

My Lord,

I HAVE the honour to inclose a copy of a letter which I have received from Morice Pasha on the subject of the construction of lights in the Red Sea.

Your Lordship will observe that Morice Pasha suggests that two light-ships should be located, one near Mocha and the other near Abu Ail. A light is, as your Lordship is aware, required on or near the Zubayer Island. It appears, however, that, owing to the depth of the water, a light-ship cannot be moored in this locality.

In view of the delays which have already occurred and the difficulty in the way of coming to any other satisfactory solution of this question, I venture to think that the suggestion made by Morice Pasha is well worthy of consideration. I conceive that if the lights are placed outside the 3-mile limit, the Government of the Sultan would have no right to complain of a violation of territorial rights.

Your Lordship will observe that Morice Pasha estimates the cost of three light-vessels (*i.e.*, two in use and one in reserve) would be about £ E. 37,000, or say £ E. 40,000. The cost of maintenance is estimated at £ E. 4,120 a-year.

Should Her Majesty's Government approve of this plan, I would suggest that a Circular be addressed to the Powers inviting their co-operation in carrying out the following proposals:—

1. The Egyptian Lighthouses Administration to be intrusted with the establishment of two light-ships, one off Mocha and one off Abu Ail. Both light-ships to be placed outside the 3-mile limit. A third light-ship to be held in reserve.

2. The cost of these operations, amounting to about £ E. 40,000, to be borne by the fund, amounting to about £ E. 70,000, which has accumulated in consequence of the provisions of the Decree of the 25th December, 1894 (see inclosure to my despatch No. 1, Commercial, of the 2nd January, 1895).

3. The unexpended balance of the fund, amounting to about £ E. 30,000, to remain invested, and held in trust by the Egyptian Government with a view to the construction of further lighthouses at some later date.

4. As regards the cost of maintenance, the precedent set forth in Article 7 of the Decree of the 25th December, 1894, may advantageously be followed, that is to say, it should be provided that in settling the accounts between the Egyptian Government and the Caisse de la Dette at the close of each year, the portion accruing to the Egyptian Treasury should be increased by £ E. 4,120 a-year. I am informed that the Egyptian Government will be ready to adhere to this proposal.

I have, &c.
(Signed) CROMER.

Inclosure 1 in No. 78.

Morice Pasha to Lord Cromer.

Alexandria, June 5, 1897.

My Lord,

I HAVE for a long time seen the great necessity which exists for an increase in the lights in the Red Sea and I know that your Lordship shares my opinion, and you have brought this subject on many occasions before Her Majesty's Government; but difficulties have arisen, owing to the fact that it is proposed to erect lighthouses on Turkish territory.

Having studied this question, I have come to the conclusion (seeing the above-mentioned difficulties), that, under the circumstances, there is nothing to be done but to

substitute floating light-ships in place of fixed lights on shore. I consider these would answer the purposes and allow of the free and safe conduct of ships through the difficult channel between Mocha and Abou Ail Island.

I have communicated with the Elder Brethren of the Trinity House, London, and find we can get similar light-ships to those in use on the English coast for 12,050*l.* in England complete, and we should require three of these, one for Mocha, one off Abu Ail, and the third would act as a spare light-ship. I should say that we would be perfectly justified in placing these vessels in the positions indicated, provided we go outside of the 3-mile limit from the shore.

I have given you a Table explaining the cost and maintenance of these vessels, as well as a tracing showing the position I would propose placing them, and should your Lordship obtain from the Powers the necessary sanction for these light-ships, you would confer a great boon on ships of all nations.

If these vessels are to be constructed in Europe, it would be necessary that I should go to see about the building, &c., say for two or three weeks.

I have, &c.

(Signed) MORICE PASHA.

P.S.—*Zebayer Island, south part of Red Sea.*—I cannot recommend the placing of a light-ship off here, the water being too deep to moor a vessel; but I would recommend (when it can be done) that a lighthouse be placed on Rishah Island off the mainland, and south of Ras-el-Bayadh.

G. M

Inclosure 2 in No. 78.

Tracing showing proposed Position of Light-ship.

Inclosure 3 in No. 78.

Memorandum.

Cost of Light-ship for Red Sea, from Estimate obtained from the Trinity House, London.

	£ st.	£ E. m.
Hull, composite	9,000	
Lighting apparatus, outfit, and moorings	1,550	
Try signal (steam screw)	1,500	
Cost of one vessel	12,050	
Three vessels	3	
Cost of three vessels	36,150	
Probable cost of bringing out the three ships and taking them to their position	1,800	
Total	37,950	37,001 250

MAINTENANCE.

	£ E. m.	£ E. m.	£ E. m.
1 master, European, monthly	17 000		
1 mate, ,, ,, ...	14 000		
1 seaman, ,, ,, ...	11 000		
1 serang, Indian, ,, ...	3 500		
1 tindal, ,, ,, ...	2 500		
6 lascars, £ E. 2 a-month each	12 000		
	60 000		
Money in lieu of rations, at 10*d.* a-day each, for Indians only	11 000		
For wages for one vessel	71 000		
,, three vessels	..	213 000	
STORES.			
Oil and wick, monthly	10 000		
Repairs to lamps	5 000		
Repairs to light-vessels, each	12 000		
Total monthly for one vessel	27 000		
Total monthly for three vessels	..	81 000	
Total	..	294 000	
Yearly	..	..	3,528 000
Extra cost of visitating steamer	..	..	592 000
Total	..	..	4,120 000

(Signed) MORICE PASHA.

No. 79.

*Foreign Office to Board of Trade.**

Sir, *Foreign Office, June* 21, 1897.

WITH reference to previous correspondence relative to the outbreak of plague at Jeddah, I am directed by the Marquess of Salisbury to state to you, for the information of the Lords of the Committee of Privy Council for Trade, that a telegram has been received from Her Majesty's Ambassador at Constantinople, reporting that the Board of Health have decided that no one will be allowed to go to Mecca through Jeddah. The lazaret at Abu Saad will be closed.

Those arrivals that are subject to fifteen days' quarantine will purge it at Camaran, those that are subject to five days at Camaran or Suez, and those that are subject to twenty-four hours may go direct to Yambo, where all arrivals will undergo medical visit. Ships that disembark pilgrims at Camaran must wait there to convey them to Yam b

I am, &c.

(Signed) GEORGE N. CURZON.

No. 80.

Sir P. Currie to the Marquess of Salisbury.—(Received June 23.)

(No. 51. Commercial.)

My Lord, *Therapia, June* 14, 1897.

I HAVE the honour to transmit to your Lordship herewith a paraphrase of a telegram received from Her Majesty's Consul at Jeddah respecting the question

* Also to India Office, Colonial Office, and Local Government Board.

of giving pecuniary aid towards the repatriation of the Indian pilgrims at present at Jeddah.

Dr. Dickson, to whom I referred the telegram for his opinion, considers that, though the departure from Jeddah of the 2,500 indigent pilgrims would no doubt be a relief, and beneficial to the health of the inhabitants, it would increase the risk of disseminating the plague in the Ottoman dominions. Moreover, the proposal is, in his opinion, not likely to be favourably viewed by the Government of India, who already have their hands sufficiently full with the plague and famine in India.

Dr. Dickson further informs me that the bubonic plague has never raged in the Tahama (Red Sea shore region of Arabia), in which Jeddah stands, and he believes that it will cease there as soon as the temperature rises above 100° Fahrenheit.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 80.

Consul Devey to Sir P. Currie.

(Telegraphic.) P. *Jeddah, June* 10, 1897.

THE order from the Board of Health prohibiting departures from Jeddah was under the circumstances advisable, but it will have the effect of tripling the journey expenses of the pilgrims, and as most of the wealthier pilgrims have already left, it would be desirable to do something for the poorer ones. Would the Indian Government be willing to assist 1,000 out of the 2,500 here?

The Turkish Government might also be advised to grant the use of a ship gratis to the Ottoman pilgrims.

All exodus from Mecca has been stopped.

No. 81.

Sir P. Currie to the Marquess of Salisbury.—(Received June 23.)

(No. 52. Commercial.)

My Lord, *Constantinople, June* 16, 1897.

WITH reference to your despatch No. 45, Commercial, of the 6th May, inclosing copy of the Report of the British Delegates at the International Sanitary Conference recently held at Venice, together with a copy of the Convention signed, and the Regulations agreed upon to prevent the introduction and propagation of the plague, I have the honour to transmit to your Lordship herewith copy of a despatch which I have received from Dr. Dickson, containing some observations on the Resolutions of the Conference, as reported by the British Delegates.

I referred the question of the competency of the "Maritime Tribunal of Constantinople" to take cognizance of, and inflict penalties for, infractions of the Pilgrim Traffic Regulations to Mr. Stavridès, Legal Advjser to Her Majesty's Embassy, for his opinion. Mr. Stavridès informs me that though such a Tribunal exists, as stated by the Russian Delegate at the Conference, infractions of Sanitary Regulations have never, so far as he is aware, been referred to it, but to the Board of Health, who have authority to deal with them and have the delinquent punished, if necessary.

It is not, in Mr. Stavridès' opinion, one of the attributes of the Maritime Tribunal to deal with offences against the Sanitary Regulations, neither does the Law which regulates its decisions contain any mention of such offences.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 81.

Dr. Dickson to Sir P. Currie.

(No. 48.)

Sir, *Constantinople, June* 3, 1897.

I HAVE read Lord Salisbury's despatch No. 45, Commercial, addressed to your Excellency on the 6th ultimo, and its inclosure, relating to the prevention of the introduction and propagation of plague in the States represented at the Sanitary Conference of Venice held in February and March 1897, and I beg to observe that the Resolutions taken by this Conference dwell on the preservative measures that will have to be taken in Europe and on the lines of communication existing between European and Eastern countries in the organization of intermediate lazarets, on the regulation of the Mahommedan pilgrim traffic, and on the penalties applicable to the infractions of the Rules of this traffic.

In dealing rapidly with these questions it appears to me that due consideration has not been taken by the Conference of the fact that measures which would be very proper and feasible in a highly organized country like Great Britain, might be inapplicable in Eastern countries, which do not possess either the organization or the means of carrying out similar measures.

The Conference enters, moreover, too much into the details of the measures it recommends, and advocates some of those measures which have been recommended by the Sanitary Conference of Paris of 1894 with regard to the lazaret of Camaran, which the Constantinople Board of Health, when endeavouring to carry them out, has been compelled to abandon as impracticable.

I abstain from entering into details on this subject, because, in order to do this satisfactorily, I would require to see the *procès-verbaux* of the sittings of the Conference.

Some of the penalties established by the Conference would require to be amended: such, for instance, as that inflicted for neglecting to notify to the pilgrims in pilgrim ships the list and tariff of the provisions held in the store for them, well knowing that Mahommedan pilgrims carry their own provisions, and will not partake, if possible, of the ship's stores whilst on a pilgrimage to Mecca.

The British Delegates at the Venice Conference state, with regard to the Tribunal which is to take cognizance of infractions of the Pilgrim Traffic Regulations and inflict the penalties, that one of the Russian Delegates had suggested that the Ottoman Maritime Tribunal of Constantinople would be suitable for this purpose, as it exercised jurisdiction in cases of infractions of the Ottoman Sanitary Law, whether committed by Ottoman subjects and by foreigners. This Tribunal exists, but it has no authority to adjudicate and punish infractions of the Sanitary laws. Yet most of these offences are committed by Turkish and Egyptian ships, and especially by the steamers of the Mahsoussé Company, which, I believe, belong to the Turkish Admiralty. In no instance that I am aware of has any punishment ever been inflicted on the captains or agents of these boats for such offences, complained of to the Porte by the Constantinople Board of Health. I would therefore insist on maintaining the Consular jurisdiction on foreign ships as established by the Capitulations. The Sanitary establishment at the entrance of the Persian Gulf is, according to a Resolution of the Venice Conference, to be intrusted to the Constantinople Board of Health, in accordance with an Agreement to be made between the Ottoman and Persian Governments. I consider this arrangement as highly objectionable, because it is, in fact, another mode of carrying out the objectionable arrangement of a Turkish lazaret at Fao, and would give to Turkey the command of the navigation of the Persian Gulf in its relations with India. I would therefore insist that, as this Sanitary station will be established upon Persian territory, it should be a dependency of the Persian Board of Health at Tehran, but administered by British medical officers. As, however, the maritime trade between India and the Persian Gulf deals with Bussorah as well as with the Persian ports of that gulf, and as the European and Turkish Governments seem to attach great importance to the sanitary precautions taken with regard to the traffic of the Persian Gulf, I would suggest that the Constantinople Board of Health be requested to appoint a Delegate to this station, for the purpose of keeping it informed of the manner in which the affairs of that station are managed, and who would indorse the bill of health of ships proceeding to Bussorah.

When the nature of the Sanitary establishment at the entrance of the Persian

Gulf will have been determined, the question of obtaining the funds for its maintenance will have to be considered.

I herewith return, with my best thanks, Lord Salisbury's despatch quoted above, and his Lordship's telegram on the same subject.

I have, &c.
(Signed) E. D. DICKSON.

No. 82.

Sir P. Currie to the Marquess of Salisbury.—(Received June 23.)

(No. 53. Commercial.)
My Lord, *Constantinople, June* 17, 1897.

I HAVE the honour to transmit to your Lordship herewith copy of a telegram received by the Sanitary Board from its officer at Jeddah, confirming the news of the outbreak of plague in that town, and also a copy of the telegraphic instructions sent by the Board in reply.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure 1 in No. 82.

Telegraphic Instructions addressed to Jeddah by the Quarantine Board, dated May 28 (*June* 9), 1897.

ISOLEZ strictement malades dans ambulances spéciales. Mettez maisons pestiférées sous cordon. Brûlez tous effets chambres malades dans intérieur même maisons. Blanchissez chaux intérieur maisons et désinfectez plancher et sol au sublimé. Accès ces maisons n'aura lieu que vingt jours après. Pèlerins destination nord et Golfe Persique feront quarantaine quinze jours Camaran. Pèlerins destinés sud étrangers pourront quitter Djeddah à condition ne pas toucher littoral Ottoman. Médecin Médine ira Yambo surveiller embarquement pèlerins. Mission Médicale spéciale partira incessamment pour Djeddah. Câblez chaque jour et donnez filiation maladie.

(Signé) COZZONIS.

Mecque se défendra contre Djeddah en repoussant tous voyageurs jusqu'à Bahré qui est limité zone contaminée. Le ravitaillement Mecque se fera par Rébouk, qui restera libre. La mise en exécution de cette défense par terre est confiée Vali et Commandant Militaire Hedjaz.

(Signé) COZZONIS.

Inclosure 2 in No. 82.

Dr. Xanthopoulidès to Dr. Ruffer.

(Télégraphique.) *Djeddah, le* 29 *Mai* (10 *Juin*), 1897.

PESTE confirmée. Six décès dans différents quartiers. Plupart chez Adramoutes. Ordonnez si pèlerins Yambo ainsi qu'Égyptiens devront se rendre Camaran.

No. 83.

Sir C. Cookson to the Marquess of Salisbury.—(Received June 23.)

(No. 65. Commercial.)
My Lord, *Alexandria, June* 15, 1897.

I HAVE the honour to forward herewith a copy of a report by Vice-Consul Alban, respecting the progress of the plague at Jeddah.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 83.

Vice-Consul Alban to Sir C. Cookson.

Sir, *Alexandria, June* 15, 1897.

I HAVE the honour to inclose copies of two further telegrams from the Quarantine Board's Delegate in the Hedjaz, respecting the progress of the plague in Jeddah.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 83.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le* 12 *Juin*, 1897, 7 *h.* 30 *m. soir.*
UN décès.

Inclosure 3 in No. 83.

Dr. Sallam to Dr. Ruffer.

(Télégraphique.) *Djeddah, le* 13 *Juin*, 1897, 7 *h.* 40 *m. soir.*
TROIS cas. Quatre décès.

No. 84.

Messrs. Burness and Sons to the Marquess of Salisbury.—(Received June 23.)

My Lord, 138, *Leadenhall Street, London, June* 21, 1897.

OUR Port Saïd correspondents send us the inclosed copy of a letter which they have received from the Egyptian Sanitary authorities, but as they have received no particulars of the Regulation therein referred to as having been elaborated by the Venice Conference of 1897, we venture to ask whether your Lordship can furnish us with a copy of it, as the subject is one of considerable importance to us and to the lines of steamers for which our friends act on the Suez Canal.

We have, &c.
(Signed) JAMES BURNESS AND SONS.

Inclosure in No. 84.

Dr. Betteli to Shipping Companies at Port Saïd.

Port Saïd, le 11 *Juin*, 1897.

Messieurs,

J'AI l'honneur de vous informer que le Conseil Quarantenaire, dans sa séance d'avant-hier, a déclaré provisoirement brut de peste le retour du pèlerinage, et a décidé de mettre en vigueur le Règlement applicable dans les ports Arabiques de la Mer Rouge à l'époque du pèlerinage élaboré par la Conférence de Venise de 1897.

Veuillez, &c.
Le Directeur,
(Signé) D. BETTELI.

No. 85.

Sir C. Cookson to the Marquess of Salisbury.—(Received June 24.)

(No. 67. Commercial.)

Alexandria, June 17, 1897.

My Lord,

WITH reference to my despatch No. 42, Commercial, of the 17th ultimo, I have the honour to forward herewith a copy of a report by Mr. Vice-Consul Alban, inclosing a copy of the new Plague Rules which it is proposed to adopt provisionally until the Venice Convention of 1897 is ratified.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure 1 in No. 85.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, June 16, 1897.

Sir,

WITH reference to my report of the 17th ultimo, I have the honour to forward herewith a copy of the proposed new Plague Rules prepared by the Committee of Regulations of the Quarantine Board.

The object of these Regulations is to bring our present Rules into harmony with the decisions of the Venice Conference of 1897, and they will, if adopted, be applied provisionally until the Convention is ratified.

The Rules as now proposed contain all those portions of the Convention which apply to Egypt with the exception of those which would necessitate an increased expenditure, and of the measures to be taken in infected ports of departure.

The Regulations respecting "suspected vessels" (pp. 2 and 3) prescribe the disinfection of the vessel and of susceptible merchandize before free pratique in Egypt is granted.

Although the corresponding Articles in the Convention do not specially mention this, they do not exclude it, and it seems clear from Chapitre II, Titres IV and VIII, that the right to disinfect the vessel and "susceptible goods" in such cases exists.

Under the head of "marchandises ou objets susceptibles" one or two of the provisions of the Convention respecting bales in transit have been omitted. This was done in order to avoid any questions as to the transit through the Canal of susceptible goods which is provided for in the Rules for the passage of the Canal in quarantine (pp. 7–9). There is practically no land transit traffic.

As the Convention abolishes land quarantine except for pilgrims and substitutes disinfection, the proposed new Rules (p. 13) prescribe disinfection only in the case of caravans from infected countries or from the Hedjaz after the pilgrimage. When these Rules are submitted to the Board some of the Delegates who hold extreme views may demand that there should be a land quarantine so long as plague exists in the Hedjaz.

The new Rules will be discussed by the Board at an extraordinary meeting which will probably be held on Wednesday next. As stated in my report of the 8th ultimo, the portions of the Convention relating to the pilgrimage have already been adopted.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 85.

Proposed New Provisional Plague Rules to be submitted to Quarantine Board.

Voie Maritime: Mesures à prendre dans la Mer Rouge.

ARTICLE 1. *Navires Indemnes.*—(*a.*) Les navires reconnus indemnes, après visite médicale, auront la libre pratique immédiate, quelle que soit la nature de leur patente.

Le navire devra, toutefois, avoir complété ou compléter dix jours pleins à partir du moment de son départ du dernier port contaminé.

Le seul régime que peut prescrire à leur sujet l'autorité du port d'arrivée consiste dans les mesures applicables aux navires suspects (visite médicale, désinfection du linge sale, évacuation de l'eau de cale et substitution d'une bonne eau potable à celle qui est emmagasinée à bord.

(*b.*) Les navires indemnes ordinaires auront la faculté de passer le Canal de Suez en quarantaine. Ils entreront dans la Méditerranée en continuant l'observation de dix jours. Les navires ayant un médecin et une étuve ne subiront pas la désinfection avant le transit en quarantaine.

Art. 2. *Navires Suspects.*—Les navires suspects sont ceux à bord desquels il y a eu des cas de peste au moment du départ ou pendant la traversée mais aucun cas nouveau depuis douze jours.

Ces navires seront traités d'une façon différente, suivant qu'ils ont ou n'ont pas à bord un médecin et une étuve à désinfection.

(*a.*) Les navires ayant un médecin et une étuve à désinfection remplissant les conditions voulues seront admis à passer le Canal de Suez en quarantaine dans les conditions du Règlement pour le transit.

(*b.*) Les navires n'ayant ni médecin ni étuve à désinfection, seront, avant d'être admis à transiter en quarantaine, retenus à la station Sanitaire pendant le temps nécessaire pour opérer la désinfection du linge sale, du linge de corps, et autres objets susceptibles, et pour s'assurer de l'état sanitaire du navire.

S'il s'agit d'un navire postal ou d'un paquebot spécialement affecté au transport des voyageurs, sans étuve à désinfection mais ayant un médecin à bord, si l'autorité Quarantenaire locale a l'assurance, par une constatation officielle, que les mesures d'assainissement et de désinfection ont été convenablement appliquées, soit au port de départ, soit pendant la traversée, le passage en quarantaine sera accordé.

S'il s'agit de navires postaux ou de paquebots spécialement affectés au transport des voyageurs, sans étuve à désinfection mais avec un médecin à bord, si le dernier cas de peste remonte à plus de quatorze jours et si l'état sanitaire du navire est satisfaisant, la libre pratique pourra être accordée en Égypte lorsque la désinfection du linge sale, du linge de corps, des effets à usage (vêtements), des objets et marchandises susceptibles, ainsi que celle du navire, sera terminée. (Voir Chapitre "Désinfection.")

Pour un bateau ayant un trajet indemne de moins de quatorze jours, les passagers à destination d'Égypte seront débarqués à la station Sanitaire et retenus pendant le temps nécessaire pour compléter dix jours. Leur linge sale, linge de corps, effets à usage (vêtements), et autres objets susceptibles seront désinfectés. (Voir Chapitre "Désinfection.")

Ils recevront alors la libre pratique.

Les navires qui ont un trajet indemne de moins de quatorze jours pleins et qui demandent la libre pratique en Égypte seront également retenus à la station Sanitaire pendant le temps nécessaire pour compléter dix jours. Le navire, le linge sale, le linge de corps, et les effets à usage (vêtements) de l'équipage, ainsi que les marchandises susceptibles, seront désinfectés. (Voir Chapitre "Désinfection.")

L'eau potable du bord sera, dans tous les cas, renouvelée et les eaux de cale seront évacuées après désinfection.

Art. 3. Navires infectés, c'est-à-dire ayant de la peste à bord ou ayant présenté des cas de peste depuis douze jours. Ils se divisent en navires avec médecin et appareil à désinfection (étuve) et navires sans médecin et sans appareil à désinfection (étuve).

(*a.*) Les navires sans médecin et sans appareil à désinfection (étuve) seront arrêtés aux Sources de Moïse, les personnes atteintes de peste débarquées et isolées dans un hôpital. La désinfection sera pratiquée d'une façon complète. Les autres passagers seront débarqués et isolés par groupes aussi peu nombreux que possible, de manière que l'ensemble ne soit pas solidaire d'un groupe particulier si la peste venait à se développer. Le linge sale, les objets à usage, les vêtements de l'équipage et des passagers seront désinfectés, ainsi que le navire.

Il est bien entendu qu'il ne s'agit pas du déchargement des marchandises mais seulement de la désinfection de la partie du navire qui a été infectée.

Les passagers resteront dix jours à l'établissement des Sources de Moïse; lorsque les cas de peste remonteront à plusieurs jours, la durée de l'isolement sera diminuée. Cette durée variera suivant l'époque de l'apparition du dernier cas.

Ainsi, lorsque le dernier cas se sera produit depuis neuf, dix, ou douze jours, la durée de l'observation sera de vingt-quatre heures; s'il s'est produit depuis huit jours, l'observation sera de deux jours; s'il s'est produit depuis sept jours, l'observation sera de trois jours, et ainsi de suite, comme cela est indiqué au Tableau placé plus loin.

(*b.*) Navires avec médecin et appareil de désinfection (étuve). Les navires avec médecin et étuve seront arrêtés aux Sources de Moïse.

Le médecin du bord déclarera sous serment quelles sont les personnes à bord atteintes de peste. Ces malades seront débarqués et isolés.

Après le débarquement de ces malades, le linge sale du reste des passagers et de l'équipage subira la désinfection à bord.

Lorsque la peste se sera montrée exclusivement dans l'équipage, la désinfection du linge ne portera que sur le linge sale de l'équipage et le linge des postes de l'équipage.

Le médecin du bord indiquera aussi, sous serment, la partie ou le compartiment du navire et la section de l'hôpital dans lesquels le ou les malades auront été transportés.

Il déclarera également sous serment quelles sont les personnes qui ont été en rapport avec le pestiféré depuis la première manifestation de la maladie, soit par des contacts directs, soit par des contacts avec des objets capables de transmettre l'infection. Ces personnes seulement seront considérées comme suspectes.

La partie ou le compartiment du navire et la section de l'hôpital dans lesquels le ou les malades auront été transportés, seront complètement désinfectés. On entend par "partie du navire," la cabine du malade, les cabines attenantes, le couloir de ces cabines, le pont, les parties du pont sur lesquelles le ou les malades auraient séjourné.

S'il est impossible de désinfecter la partie ou le compartiment du navire qui a été occupé par les personnes atteintes de peste, sans débarquer les personnes déclarées suspectes, ces personnes seront placées sur un autre navire spécialement affecté à cet usage ou débarquées et logées dans l'établissement Sanitaire sans contact avec les malades, lesquels seront placés dans l'hôpital.

La durée de ce séjour sur le navire ou à terre pour la désinfection sera aussi courte que possible et n'excédera pas vingt-quatre heures.

Les suspects subiront une observation soit sur leur bâtiment, soit sur le navire affecté à cet usage; la durée de cette observation variera selon le Tableau suivant:—

Lorsque le dernier cas de peste ne sera produit dans le cours du douzième, du onzième, du dixième, ou du neuvième jour avant l'arrivée à Suez	L'observation sera de 24 heures.
S'il s'est produit dans le cours du huitième jour avant l'arrivée à Suez	„ „ 2 jours.
S'il s'est produit dans le cours du septième jour avant l'arrivée à Suez	„ „ 3 „
S'il s'est produit dans le cours du sixième jour avant l'arrivée à Suez	„ „ 4 „
S'il s'est produit dans le cours du cinquième ou quatrième jour avant l'arrivée à Suez ..	„ „ 5 et 6 jours.
S'il s'est produit dans le cours du troisième ou deuxième jour avant l'arrivée à Suez ..	„ „ 7 et 8 „
S'il s'est produit un jour avant l'arrivée à Suez ..	„ „ 9 jours.

Le passage en quarantaine pourra être accordé avant l'expiration des délais indiqués dans le Tableau ci-dessus si l'autorité Sanitaire le juge possible; il sera, en tout cas, accordé lorsque la désinfection aura été accomplie, si le navire abandonne outre ses malades, les personnes indiquées ci-dessus comme suspectes.

Une étuve placée sur un ponton pourra venir accoster le navire pour rendre plus rapides les opérations de désinfection.

Les navires infectés demandant d'obtenir la libre pratique en Égypte seront retenus dix jours aux Sources de Moïse, à compter du dernier cas survenu à bord, et subiront la désinfection réglementaire.

Le temps pris pour les opérations de désinfection est compris dans la durée de l'observation.

Passage en Quarantaine du Canal de Suez.

1. L'autorité Sanitaire de Suez accorde le passage en quarantaine; le Conseil en est immédiatement informé. Dans les cas douteux, la décision est prise par le Conseil.

2. Un télégramme est aussitôt expédié à l'autorité désignée par chaque Puissance. L'expédition du télégramme sera faite aux frais du bâtiment.

3. Lors de l'arraisonnement, le capitaine sera tenu de déclarer s'il a à son bord des équipes de chauffeurs indigènes ou de serviteurs à gages quelconques non inscrits sur le rôle d'équipage, ou le registre à cet usage. Les questions suivantes seront posées aux capitaines de tous les navires se présentant à Suez, venant du sud. Ils y répondront sous serment:—

"Avez-vous des auxiliaires chauffeurs ou autres gens de service non inscrits sur le rôle d'équipage ou sur le registre spécial? Quelle est leur nationalité? Où les avez-vous embarqués?"

Les médecins Sanitaires devront s'assurer de la présence de ses auxiliaires, et s'ils constatent qu'il y a des manquants parmi eux, chercher avec soin les causes de l'absence.

4. Un officier Sanitaire et deux Gardes Sanitaires montent à bord. Ils doivent accompagner le navire jusqu'à Port-Saïd; ils ont pour mission d'empêcher les communications et de veiller à l'exécution des mesures prescrites pendant la traversée du Canal.

5. Les voyageurs pourront s'embarquer à Port-Saïd en quarantaine. Mais tout embarquement ou tout transbordement de passager, et de marchandises sont interdits pendant le parcours du Canal de Suez à Port-Saïd.

6. Les navires transitant en quarantaine devront effectuer le parcours de Suez à Port-Saïd sans garage.

En cas d'échouage ou de garage indispensable, les opérations nécessaires seront effectuées par le personnel du bord, en évitant toute communication avec le personnel de la Compagnie du Canal de Suez.

Les transports de troupes transitant en quarantaine seront tenus de traverser le Canal seulement de jour.

S'ils doivent séjourner de nuit dans le Canal, ils prendront leur mouillage dans les grands lacs.

7. Le stationnement des navires transitant en quarantaine est interdit dans le port de Port-Saïd, sauf dans les cas prévus aux paragraphes 5 et 8. Les opérations de ravitaillement devront être pratiquées avec les moyens du bord.

Ceux des chargeurs, ou toute autre personne, qui seront montés à bord, seront isolés sur le ponton quarantenaire. Leurs vêtements y subiront la désinfection réglementaire.

8. Lorsqu'il sera indispensable, pour les navires transitant en quarantaine, de prendre du charbon à Port-Saïd, ces navires devront exécuter cette opération dans un endroit offrant les garanties nécessaires d'isolement et de surveillance sanitaire, qui sera indiqué par le Conseil Sanitaire. Pour les navires à bord desquels une surveillance efficace de cette opération est possible, et où tout contact avec les gens du bord peut être évité, le charbonnage par les ouvriers du port sera autorisé. La nuit, le lieu de l'opération devra être éclairé à la lumière électrique.

9. Les pilotes, les électriciens, les agents de la Compagnie, et les Gardes Sanitaires seront déposés à Port-Saïd, hors du port, entre les jetées, et de là conduits directement au ponton de quarantaine, où leurs vêtements subiront une désinfection complète.

Mesures à prendre pour les Navires venant en Égypte d'un Port contaminé de Peste, par la Méditerranée.

1. Les navires ordinaires indemnes venant d'un port d'Europe ou du bassin de la Méditerranée infecté de peste se présentant pour passer le Canal de Suez obtiendront le passage en quarantaine. Ils continueront leur trajet en observation de dix jours.

2. Les navires ordinaires indemnes, qui voudront aborder en Égypte, pourront s'arrêter à Alexandrie ou à Port-Saïd où les passagers achèveront le temps de l'observation, soit dans le lazaret de Gabbari, soit à bord.

Passagers.

Les convalescents de peste, quelque soit le nombre de jours qu'ils aient passés à la station Sanitaire, ne recevront libre pratique qu'après complète guérison.

Les individus morts de peste seront inhumés dans le cimetière de la station Sanitaire ou, à défaut de cimetière, dans un endroit isolé et avec toutes les précautions requises.

La fosse devra être de 2 mètres de profondeur.

Les appartements occupés par les pestiférés dans la station Sanitaire seront, après leur évacuation, désinfectés avec le plus grand soin.

Le linge, les vêtements, et les objets de literie ayant servi aux pestiférés seront désinfectés dans des étuves à vapeur sous pression ; les drilles et chiffons seront détruits par le feu.

Désinfection.

Les mesures de désinfection seront appliquées conformément aux indications contenues dans l'Article 5 du Règlement contre le Choléra.

Marchandises ou Objets susceptibles.

Les objets on marchandises susceptibles, qui peuvent être désinfectés ou prohibés à l'entrée sont :—

1. Les linges de corps, hardes et vêtements portés (effets à usage), les literies ayant servi.
2. Les chiffons et drilles sans en accepter les chiffons comprimés par la force hydraulique, qui sont transportés comme marchandises en ballots.
3. Les sacs usés, les tapis, les broderies ayant servi.
4. Les cuirs verts, les peaux non tannées, les peaux fraîches.
5. Les débris frais d'animaux, onglons, sabots, crins, poils, soies et laines brutes.
6. Les cheveux.

Les marchandises et objets susceptibles ne tomberont pas sous l'application des mesures de prohibition à l'entrée, s'il est démontré à l'autorité du pays de destination qu'ils ont été expédiés cinq jours au moins avant le premier cas de peste.

Il n'est pas admissible que les marchandises puissent être retenues en quarantaine aux frontières de terre. La prohibition pure et simple ou la désinfection sont les seules mesures qui puissent être prises.

Bagages.

La désinfection sera obligatoire pour le linge sale, les hardes, vêtements, et objets qui font partie de bagages ou de mobiliers (effets d'installation) provenant d'une circonscription territoriale déclarée contaminée, et que l'autorité Sanitaire locale considérera comme contaminés.

Marchandises.

La désinfection ne sera appliquée qu'aux marchandises et objets que le Conseil considérera comme contaminés, ou à ceux dont l'importation peut être défendue.

Il appartient au Conseil de fixer le mode et l'endroit de la désinfection.

La désinfection devra être faite de manière à ne détériorer les objets que le moins possible.

Il appartient au Conseil de régler la question relative au paiement éventuel de dommages-intérêts résultant d'une désinfection.

Les lettres et correspondances, imprimés, livres, journaux, papiers d'affaires, &c. (non compris les colis postaux) ne seront soumis à aucune restriction ni désinfection.

Provenances de Terre.

Le linge, les effets, les bagages des voyageurs par terre, et les marchandises susceptibles seront désinfectés.

Toutes les caravanes venant des pays contaminés ou du Hedjaz, après l'époque du pèlerinage, seront repoussées aux Sources de Moïse, où le linge, les effets à usage, &c., seront désinfectés, et où elles subiront la visite médicale individuelle. On fera la liste nominative, et du lieu de destination de tous les voyageurs qui entrent en Égypte, par voie de terre, qu'on transmettra à la présidence.

Les Membres de la Commission des Règlements,
(Signé) M. A. RUFFER.
Dr. A. TORELLA.
Dr. DUCA.

No. 86.

Sir P. Currie to the Marquess of Salisbury.—(Received June 24.)

(No. 49. Commercial.)
(Telegraphic.) P. *Constantinople, June 24, 1897, 11 P.M.*

WITH reference to my telegram to your Lordship No. 46, Commercial, of the 19th instant respecting the removal from Jeddah of such pilgrims as are British-Indian subjects, I have the honour to state that I have received a telegram from Her Majesty's Consul at that port, in which he begs that they may be embarked on board the qualified pilgrim steam-ship "Hussainee," which should be sent back from here, where she now is, to Jeddah for the purpose. On the refusal of the master of the "Hussainee" to act without the previous reception of orders, I addressed a telegram to Her Majesty's Consul at Jeddah, requesting him to endeavour to come to an arrangement with the agents there on the guarantee of a sufficient number of paying pilgrims.

Mr. Devey has just telegraphed his reply to the effect that the agents decline to take the initiative. He adds, however, that if the ship returned directly to Jeddah a full complement of passengers could be found who would undertake to pay 25 rupees each.

Could a suggestion be made by the Board of Trade to the owners of the "Hussainee" to order her to return to Jeddah at once?

No. 87.

The Marquess of Salisbury to Mr. C. Hardinge.

(No. 6. Commercial.)
Sir, *Foreign Office, June 24, 1897.*

WITH reference to your despatch No. 38 of the 10th April last, relative to the desire of the Persian Government to be represented on the Egyptian Quarantine Board, I transmit to you herewith copy of a despatch which I have received from Lord Cromer, to whom the matter was referred.*

In view of the considerations put forward by his Lordship, I have to request

* No. 59.

you to inquire, confidentially, whether, in the event of the assent of the Egyptian Government being obtained to the appointment of a Persian Delegate, the Persian Government would instruct him to support the views of his British colleague on the Board, and would allow the Persian Consul-General in Egypt to consult with Her Majesty's Consul-General as to the person to be selected.

I am, &c.
(Signed) SALISBURY.

No. 88.

India Office to Foreign Office.—(Received June 25.)

India Office, June 23, 1897.

Sir,

IN reply to Mr. Bertie's letter dated the 18th June, 1897, I am directed to state that Lord George Hamilton sees no objection to Her Majesty's Government advising the Porte to prohibit pilgrims from landing at Jeddah, so long as the plague continues to exist at that port or in the Hedjaz.

If the Turkish Government should act upon this advice, it would be desirable that very early intimation of such a decision should be sent to the Government of India.

I am, &c.
(Signed) HORACE WALPOLE.

No. 89.

India Office to Foreign Office.—(Received June 25.)

India Office, June 24, 1897.

Sir,

IN reply to Mr. Villiers' two letters dated the 21st June, 1897, regarding the plague at Jeddah, I am directed to state that Lord George Hamilton has informed the Government of India by telegraph (1) that pilgrims are prohibited from going to Mecca through Jeddah; and (2) that arrangements must be made for removing the indigent Indian pilgrims, estimated to be 500 persons, from Jeddah to India.

I am, &c.
(Signed) A. GODLEY.

No. 90.

Sir P. Currie to the Marquess of Salisbury.—(Received June 25.)

(No. 49. Commercial.)
(Telegraphic.) P.

Constantinople, June 24, 1897.

WITH reference to my telegram No. 46, Commercial, Her Majesty's Consul at Jeddah telegraphed with regard to removal of British Indian pilgrims from Jeddah, urging the immediate return thither of qualified pilgrim steam-ship "Husseinee" (now at Constantinople) to embark pilgrims. As the master of the ship refused to act without orders, I instructed Her Majesty's Consul by telegraph to try to arrange matters with agents at Jeddah on condition that sufficient number of pilgrims who could pay the passage-money were guaranteed.

Her Majesty's Consul has telegraphed, in reply, that agents are unable to take initiative in the matter, but that if ship came at once, full number of passengers would be ready to pay 25 rupees a-head.

Could Board of Trade suggest to owners of vessel to order her to return to Jeddah at once?

No. 87*.

Mr. Freeman to the Marquess of Salisbury.—(Received June 25.)*

(No. 77. Commercial.)

Sophia, June 20, 1897.

My Lord,

WITH reference to Mr. Elliot's despatch No. 37, Commercial, of the 18th March last, I have the honour to transmit herewith copy of a Circular issued by the Bulgarian Government, stating that the whole of the Arabian Littoral is to be considered contaminated by the plague.

I have, &c.
(Signed) F. G. FREEMAN.

Inclosure in No. 87*.

Circular issued by Bulgarian Government.

COMME suite à la note Circulaire en date du 5 Mars dernier et conformément à une décision prise le 3 Juin courant par le Conseil Supérieur Sanitaire de la Principauté, le Ministère des Affaires Étrangères a l'honneur de porter à la connaissance de l'Agence Diplomatique et Consulat-Général de Sa Majesté Britannique, que tout le littoral de l'Arabie est déclaré contaminé par la peste.

Ministère des Affaires Étrangères et des Cultes,
Sophia, le 7 (19) *Juin*, 1897.

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* Copies to India Office, Board of Trade, and Lloyds, June 29, 1897.

No. 91.

The Marquess of Salisbury to Sir P. Currie.

(No. 21. Commercial.)
(Telegraphic.) P. *Foreign Office, June* 25, 1897.

IT might be well if your Excellency were to advise the Porte to forbid the landing of pilgrims at Jeddah during the continuance of the plague in the Hedjaz or in that port.

It would be desirable, should the Sublime Porte act upon this advice, that the Government of India should receive a very early intimation of such a decision.

No. 92.

The Marquess of Salisbury to Sir P. Currie.

(No. 22. Commercial.)
(Telegraphic.) P. *Foreign Office, June* 25, 1897, 5·40 P.M.

WITH reference to your telegrams Nos. 46 and 47, I have to acquaint you that the Government of India have been informed that arrangements must be made for removing indigent Indian pilgrims from Jeddah to India, and that pilgrims are prohibited from going to Mecca through Jeddah.

No. 93.

Foreign Office to Colonial Office.

Sir, *Foreign Office, June* 25, 1897.

WITH reference to your letter of the 17th instant, relating to the outbreak of plague at Jeddah, I am directed by the Marquess of Salisbury to state to you, for the information of the Secretary of State for the Colonies, that after consultation with the Secretary of State for India, Her Majesty's Ambassador at Constantinople has been instructed by telegraph to advise the Sublime Porte to prohibit pilgrims from landing at Jeddah, so long as the plague continues to exist at that port or in the Hedjaz.

I am, &c.
(Signed) F. H. VILLIERS.

No. 94.

Foreign Office to India Office.

Sir, *Foreign Office, June* 25, 1897.

I AM directed by the Marquess of Salisbury to transmit to you herewith, to be laid before the Secretary of State for India, paraphrase of a telegram which he has received from Her Majesty's Ambassador at Constantinople,* asking whether arrangements can be made for the steam-ship "Husseinee," now at Constantinople, to return to Jeddah to embark British Indian pilgrims.

Lord Salisbury would be glad if Lord George Hamilton would take such steps in the matter as he may deem advisable.

I am, &c.
(Signed) F. H. VILLIERS.

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* No. 90.

No. 95.

Colonial Office to Foreign Office.—(Received June 28.)

Downing Street, June 25, 1897.

Sir,

I AM directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter of the 21st instant inclosing a copy of a telegram from Sir P. Currie, relative to the arrangements made for indigent pilgrims who are now at Jeddah, and are unable to leave.

2. As no mention is made in this telegram as to any Malay pilgrims being in that condition, Mr. Chamberlain presumes that no action is required on the part of the Government of the Straits Settlements.

3. I am at the same time to request you to inform the Marquess of Salisbury, with reference to your letter of the 23rd instant, that the Governor of the Colony has been informed by telegram that no one is now allowed to go on to Mecca through Jeddah, and he has been advised to discourage pilgrims from starting for next year's pilgrimage.

I am, &c.
(Signed) C. P. LUCAS.

No. 96.

India Office to Foreign Office.—(Received June 29.)

India Office, June 28, 1897.

Sir,

IN continuation of my letter of the 24th instant, I am directed by the Secretary of State for India to forward, for submission to the Marquess of Salisbury, copy of further papers respecting the plague at Jeddah, and the return of pilgrims to India.

I am, &c.
(Signed) A. GODLEY.

Inclosure 1 in No. 96.

Lord G. Hamilton to the Government of India.

India Office, June 19, 1897.

(Telegraphic.)

PLAGUE reported at Jeddah, twenty-eight deaths in one day; 2,500 Indian pilgrims in Hedjaz still uninfected; two steamers expected shortly to carry them to Bombay.

Inclosure 2 in No. 96.

Lord G. Hamilton to the Government of India.

India Office, June 23, 1897.

(Telegraphic.)

PLAGUE at Jeddah.

Turkey has prohibited any pilgrims going to Mecca through Jeddah. Intending pilgrims must now go from Camaran to Yambo.

Removal of indigent Indian pilgrims, estimated at 500, from Jeddah is requested.

Please arrange for this being done.

Inclosure 3 in No. 96.

The Government of India to Lord G. Hamilton.

June 24, 1897.

(Telegraphic.)

YOUR telegram of the 19th June.

We have received information already from British Consul at Jeddah, and necessary precautions taken as regards returning pilgrims.

No. 97.

Foreign Office to Messrs. J. Burness and Sons.

(Confidential.)

Foreign Office, June 29, 1897.

Gentlemen,

WITH reference to your communication of the 21st instant on the subject of certain Quarantine Regulations contained in the Convention elaborated by the Venice Conference of 1897, I am directed by the Marquess of Salisbury to transmit to you, confidentially, herewith copy of the text of the proposed new Plague Rules prepared by the Committee of Regulations of the Quarantine Board.*

I would at the same time point out to you that although these Regulations may shortly be enforced in Egypt, the ratifications of the Convention have not as yet been exchanged.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 98.

Mr. Freeman to the Marquess of Salisbury.—(Received June 30.)

(No. 78. Commercial.)

Sophia, June 25, 1897.

My Lord,

WITH reference to my Commercial despatch No. 77† of the 20th instant, I have the honour to transmit herewith copy of a further Circular, making known the sanitary measures to be taken with respect to pilgrims returning to Bulgaria from plague-infected localities.

I have, &c.
(Signed) F. G. FREEMAN.

Inclosure in No. 98.

Circular.

LE Conseil Supérieur Sanitaire de la Principauté, dans sa séance du 9 Juin courant, a pris les décisions suivantes :—

1. Est interdite l'entrée en Bulgarie des pèlerins venant directement par bateaux de localités contaminées par la peste.

2. Pourront entrer en Bulgarie les pèlerins qui prouveront, par des certificats, avoir sub iune quarantaine et la désinfection des bagages après avoir quitté l'Arabie, et qui, après avoir obtenu libre pratique à Constantinople, se sont embarqués dans ce port sur bes bateaux ayant patente nette.

Dans ce cas les pèlerins ne pourront pénétrer dans la Principauté que par les ports de Bourgas et de Varna, ou bien par la station de Hebibtchevo.

Arrivés dans ces dernières localités, les pèlerins, après avoir été lavés et désinfectés, seront soumis à une quarantaine de cinq jours, et leurs bagages seront soigneusement désinfectés.

Ministère des Affaires Étrangères et des Cultes,
Sophia, le 12 *Juin*, 1897.

No. 99.

India Office to Foreign Office.—(Received June 30.)

India Office, June 29, 1897.

Sir,

I AM directed by the Secretary of State for India to acknowledge the receipt of Mr. Bertie's letter of the 25th instant, respecting the return of pilgrims from Jeddah to India, and with reference to the suggestion made in the concluding paragraph I am to

* No. 85.
† Sent to India Office, Board of Trade, and Lloyd's, June 29, 1897.

refer you to the papers which accompanied the letter to the Foreign Office of the 28th instant, from which it will be seen that the Government of India are in communication with Her Majesty's Consul at Jeddah in regard to this matter, and that the necessary precautions are being taken.

I am, &c.
(Signed) A. GODLEY.

No. 100.

The Marquess of Salisbury to Sir P. Currie.

(No. 23. Commercial.)
(Telegraphic.) P.

Foreign Office, June 30, 1897.

THE India Office telegraphed as follows to the Viceroy, 19th June :—

"The existence of plague at Jeddah has been reported, and the mortality was twenty-eight in one day. There are in the Hedjaz 2,500 Indian pilgrims who are still uninfected by the disease. It is expected that two steamers to take them to Bombay will shortly arrive."

The Viceroy replied as follows :—

"*June* 24.—Information has already reached us from the British Consul at Jeddah, and the necessary measures of precaution as regards returning pilgrims have been taken."

No. 101.

The Marquess of Salisbury to Sir P. Currie.

(No. 52. Commercial.)

Foreign Office, June 30, 1897.

Sir,

WITH reference to my telegram No. 22, Commercial of the 25th instant, respecting the plague at Jeddah, I transmit to your Excellency herewith copy of a letter from the India Office,* stating that the Government of India has been informed, by telegraph, (1) that pilgrims are prohibited from going to Mecca through Jeddah; and (2) that arrangements must be made for removing the indigent Indian pilgrims from Jeddah to India.

I am, &c.
(Signed) SALISBURY.

No. 102.

The Marquess of Salisbury to Sir P. Currie.

(No. 53. Commercial.)

Foreign Office, June 30, 1897.

Sir,

WITH reference to my telegram No. 21, Commercial, of the 25th instant, respecting the plague at Jeddah, I transmit to your Excellency herewith copy of a letter from the India Office,† stating that that Department has no objection to Her Majesty's Government advising the Porte to prohibit pilgrims from landing at Jeddah during the continuance of the plague.

I am, &c.
(Signed) SALISBURY.

No. 103.

Board of Trade to Foreign Office.—(Received July 1.)

Board of Trade, June 30, 1897.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 16th instant, transmitting, for any observations which they may have to offer, a copy

* No. 26.

† No. 28.

of a despatch and its inclosure from Her Majesty's Consul-General at Alexandria, relative to the proceedings of the Egyptian Quarantine Board. In reply, I am to request that you will state to the Marquess of Salisbury that the Board concur with Sir Charles Cookson that the Egyptian Quarantine Board should, in every case, take the responsibility of either definitely granting, or refusing a clean Bill of Health to vessels, and that they have no authority to take any half measures which may involve the detention of British vessels in cases such as those referred to in the Inclosure to the Consul-General's despatch.

I am, &c.
(Signed) A. D. BERRINGTON.

No. 104.

Foreign Office to Colonial Office.

Foreign Office, July 1, 1897.

Sir,

IN reply to your letter of the 25th ultimo on the subject of the outbreak of plague at Jeddah, I am directed by the Marquess of Salisbury to state to you, for the information of the Secretary of State for the Colonies, that no action, as far as Lord Salisbury is aware, is required on the part of the Government of the Straits Settlements with regard to Malay pilgrims at Jeddah.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 105.

Lord Cromer to the Marquess of Salisbury.—(Received July 2.)

(No. 29. Commercial.)
(Telegraphic.)

Cairo, July 2, 1897.

DECREE has been issued postponing reduction in light dues till the 1st September.

No. 106.

Consul Devey to the Marquess of Salisbury.—(Received July 2.)

(Commercial.)
(Telegraphic.) P.

Jeddah, July 2, 1897.

THE Government of India help indigent pilgrims to return to British India. Would Straits Settlements' authorities also help 110 indigent Malays here?

Referring to the despatch from Mr. Alban of the 19th June, 1896, addressed to the Colonial Secretary at Singapore, complaining against Alsagoff. The Dutch Representative here is willing that last year's loan should be reverted to, and I have no objection, provided Government of Straits Settlements consents and will sanction repayment of the loan.

No. 107.

The Marquess of Salisbury to Sir P. Currie.

(No. 24. Commercial.)
(Telegraphic.) P.

Foreign Office, July 2, 1897.

IN reply to your Excellency's telegram No. 49, Commercial, of the 12th ultimo, I have to inform you that the question of the return of Indian pilgrims is forming the subject of communication between the Government of India and Her Majesty's Consul at Jeddah.

No. 108.

Sir P. Currie to the Marquess of Salisbury.—(Received July 3.)

(No. 51. Commercial.)
(Telegraphic.)

Constantinople, July 3, 1897.

BOARD OF HEALTH request that authorities at Aden may be instructed to deliver bill of health to every sailing-vessel and sambuk sailing from Aden for Red Sea, giving destination of vessel, and reporting number of crew and passengers, and nature of cargo.

This is in connection with precautionary measures to be taken against importation of plague.

No. 109.

Question asked in the House of Commons, July 5, 1897.

Sir James Fergusson.—To ask the Under-Secretary of State for Foreign Affairs whether Her Majesty's Government, in assenting to a certain increase in the Customs Tariff of Egypt, obtained an undertaking that 40,000*l.* a-year of the lighthouse dues would be surrendered, out of which the cost of additional lights in the Red Sea, and of a light in the Gulf of Aden, would be defrayed:

Whether that sum has now been reduced to 30,000*l.*, and whether that reduction was understood to omit the provision for the latter light:

Whether the Board of Trade was informed of such omission:

And, whether he will lay upon the table the correspondence between the two Departments on the subject.

Answer.

In 1889 the Egyptian Government undertook to surrender 40,000*l.* per annum of the light dues when the new Tariff should come into force. No arrangement was made as to the disposal of that sum, but Her Majesty's Government had in view the construction of new lights in the Red Sea. No mention appears to have been made in any of the despatches of a light in the Gulf of Aden. The new Tariff has not come into force, nor has it been possible to see when it may do so.

Nevertheless, the Egyptian Government agreed to relinquish 40,000*l.* of the light dues from the 1st January, 1894, and out of this sum about 65,000*l.* has already been encashed for the construction of new lights in the Red Sea. From, and after the 1st September next, the dues will be reduced by amounts per ton equal to about 32,000*l.* per annum, but this figure has nothing to do with the omission of a light in the Gulf of Aden, which, as I have said, has never been provided for, the balance being devoted to expenses of the Quarantine Board, so as to avoid an extra tax on shipping. The Egyptian Decree respecting the reduction of the dues will be published, but there is no correspondence of a character to be laid.

No. 110.

Foreign Office to Colonial Office.

(Confidential.)

Foreign Office, July 5, 1897.

Sir,

WITH reference to my letter of the 1st instant respecting the outbreak of plague at Jeddah, I am directed by the Marquess of Salisbury to transmit herewith, to be laid before the Secretary of State for the Colonies, decypher of a telegram which has been received

from Her Majesty's Consul at that place on the subject of the removal of 119 indigent Malay pilgrims now there.*

Lord Salisbury would be glad to be informed what reply should, in the opinion of Mr. Secretary Chamberlain, be returned to this telegram.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 111.

Sir C. Cookson to the Marquess of Salisbury.—(Received July 6.)

(No. 68. Commercial.)

Alexandria, June 26, 1897.

My Lord,

WITH reference to my despatch No. 67 of the 16th instant, I have the honour to transmit herewith a Report from Mr. Vice-Consul Alban, dated the 24th June, on the Extraordinary Meeting of the Quarantine Board held on the 23rd June.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure in No. 111.

Vice-Consul Alban to Sir C. Cookson.

Alexandria, June 24, 1897.

Sir,

WTH reference to my Report of the 16th instant, I have the honour to report that an Extraordinary Meeting of the Quarantine Board was held yesterday.

The first question on the order of the day was the discussion of the proposed Provisional Plague Rules drawn up by the "Comité des Règlements," embodying such portions of the Venice Convention of 1897 as could be applied previous to its ratification.

A number of slight alterations or additions were made in cases where the text was not exactly in conformity with that of the Venice Convention, and the Rules were finally adopted unanimously. I had, while the project was under discussion by the "Commission des Règlements," obtained certain modifications through the President, and did not now join in the discussion, which was chiefly carried on by the German Delegate. It was pointed out by one of the Delegates that in Article 8 of the Rules for the Transit in Quarantine, it was laid down that the place where vessels in quarantine might coal at Port Saïd must be decided by the Board, and that at night coaling operations must be carried out by electric light. The President avoided the discussion of these points, which present some difficulties, as much as possible. I am informed privately by him, however, that he will provisionally allow vessels to coal in a certain part of the harbour until a final decision can be taken by the Board, and that ships provided with electric light will be allowed to coal at night. The President is in communication with the Director of the Sanitary Office at Port Saïd on the subject.

As soon as the new Rules are printed I will forward copies.

The Regulations drawn up by the Board in 1893, respecting the precautions to be taken for insuring the transit in strict quarantine of pilgrim vessels, were again adopted, but it was decided to abolish the Rule requiring these vessels to be accompanied along the banks of the canal by coastguardsmen on camels, it having been impossible to carry it out satisfactorily.

The election of a Sanitary Guard at Suez to fill a vacancy caused by the retirement of an Englishman, was then held. Colour-Sergeant Tyler, an Englishman was elected almost unanimously. Out of ten Sanitary Guards at Suez, two are Englishmen, the remaining posts being divided among members of other nationalities.

As a further precaution against the introduction of plague, the Board decided to send three Sanitary Guards to Kantara, Ismailia, and the outskirts of Suez respectively, and to establish three sanitary posts in the neighbourhood of Kosseir on the Egyptian Red Sea Coast, the necessary officials being supplied from the Sanitary Office at Suakin.

* Not printed.

A letter addressed by me to the President inclosing a translation of a despatch from Lord Cromer to you on the case of the "Candia" (fully reported in my Report of the 30th ultimo), was then read to the Board. After the reading of the correspondence, I addressed the Board, requesting them to give this question their consideration, and pointing out that the "Candia," after 111 days had elapsed since she called at an infected port, should have been given free pratique at once, more especially as this had been done in the case of several French vessels originally from Bombay, which on their return from Marseilles towards the East, although shorter periods had elapsed since they quitted an infected port. I observed that it ought to have been possible to decide a question of this kind without summoning a meeting of the "Commission Permanente." The "Candia" had been obliged in order to save time, to enter the canal in quarantine, because several hours were required to convoke the "Commission Permanente."

The President then made some remarks, in the course of which he explained that he was absent when the incident of the "Candia" happened, but that the Administration had committed an error in transmitting to Suez the orders which were intended for Port Saïd. He proposes to submit the question to the "Comité des Règlements" to draw up rules for such cases.

This proposal was carried unanimously, none of the Delegates making any observations. A question of this nature is much more easily and calmly discussed by a Committee than by the Board, and any proposal made by them carries weight with it, and is more likely to be adopted by the Board than the proposal of a single Delegate.

Dr. Ruffer will, I understand, propose to fix ten days as the limit after which no measures of disinfection will be carried out in the case of healthy vessels before obtaining free pratique.

Venice Convention of 1897 is somewhat vague on this point (see Article 1 of "Mesures à prendre dans la Mer Rouge"), but seems to make disinfection optional after ten days.

A Commission was elected to examine the qualifications of the candidates for the two vacant posts of Sanitary Doctor at Suez vacated by Drs. Attfield and Gauthier. It was proposed to intrust the matter to the "Comité des Règlements," but I observed that we ought to elect a Special Commission of three Delegates and the President as was done in previous cases. The result of the election was that the Commission was composed of the President, and the Turkish, German, and French Delegates. Their duties are confined to ascertaining that the candidates possess the necessary qualifications for the posts. There are two British candidates, of whom Dr. Hodgson appears on the whole to be the most suitable, and I propose to support him; I shall, in accordance with my instructions, vote for a Frenchman for the other post. The election will probably take place at the ordinary monthly meeting at the beginning of July.

I am reporting separately on a question which arose respecting the importation of Cyprus sheep and cattle.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 112.

Sir C. Cookson to the Marquess of Salisbury.—(Received July 6.)

(No. 69. Commercial.)

Alexandria, June 28, 1897.

My Lord,

WITH reference to my despatch No. 65 of the 15th instant, I have the honour to transmit herewith copy of a Report from Mr. Vice-Consul Alban giving the daily plague bulletins received from Jeddah since that date.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure in No. 112.

Vice-Consul Alban to Sir C. Cookson.

Sir,

Alexandria, June 25, 1897.

WITH reference to my Report of the 15th instant, I have the honour to give below the daily plague bulletins received from Jeddah since that date. Up till the 16th instant these bulletins were sent by the Board's Delegate in the Hedjaz, but since that date, he having proceeded to Yanbo, they have been sent by the Turkish Sanitary Office at Jeddah:—

Date.	Fresh Cases.	Deaths.
June 14	1	2
„ 15	1	3
„ 16	..	3
„ 17	..	1
„ 18	..	3
„ 19	1	1
„ 20	..	3
„ 21	2	1
„ 22	..	4
„ 23	1	1
„ 24	1	1
Total	7	23

These statistics are obviously unreliable, for not only are the sick concealed, but there is reason to doubt whether all dead bodies are properly examined.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 113.

Sir P. Currie to the Marquess of Salisbury.—(Received July 6.)

(No. 54. Commercial.)

My Lord,

Constantinople, July 1, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from the British Delegate on the Constantinople Sanitary Board, respecting the outbreak of plague in the lazaret of Tor, and the Resolution passed by the Board in favour of the imposition of a quarantine in consequence.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 113.

Dr. Dickson to Sir P. Currie.

(No. 56.)

Sir,

Constantinople, June 30, 1897.

I HAVE the honour to inform your Excellency that a telegram received from Dr. Duca, Ottoman Sanitary Delegate in Egypt, dated Alexandria, the 28th instant, was communicated to the Constantinople Board of Health yesterday. It announced that two cases of plague had broken out in the lazaret of Tor (Peninsula of Sinai) amongst a batch of Egyptian pilgrims that had arrived there from Jeddah.

As no great confidence is felt here in the efficacy of the quarantine performed at Tor, this untoward event gave rise to a long discussion with regard to the mode of dealing with pilgrims returning from the Red Sea by way of Egypt, and bound to Ottoman ports. The Board finally accepted a proposal made by me, requiring that all departures from the Arabian Red Sea coast, extending from Rabuk to Lith, and bound to an Ottoman port, will have to go to Camaran, and after performing quarantine there, will

proceed to their destinations. Those bound to the Mediterranean, whether from Camaran or from any Red Sea port, in free pratique, must neither stop at, nor communicate with, any part of the Egyptian territory.

The Porte has been requested to communicate this Resolution to the Egyptian Government and the Constantinople Board of Health will meet again next Saturday (3rd July) to receive the Porte's reply. In the meantime, all departures from the Hedjaz for Mediterranean Ottoman ports will be forbidden.

I have, &c.
(Signed) E. D. DICKSON.

No. 114.

India Office to Foreign Office.—(Received July 7.)

India Office, July 6, 1897.

Sir,

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Villiers' letter of the 16th ultimo, in which an expression of Lord George Hamilton's opinion is invited regarding the action of the Quarantine Board at Alexandria with reference to Egyptian pilgrims.

In reply, I am to state that if the proceedings of the Board are confined to pilgrims the matter does not affect Indian interests. But if the principles by which they are guided are to apply to trading steamers, Lord George Hamilton is disposed to think that it would not be advisable to raise any objections to the policy adopted, as the Board, if pressed either to grant or refuse clean bills of health in suspicious cases, would probably take the latter course.

I am, &c.
(Signed) A. GODLEY.

No. 115.

Memorandum communicated to Sir C. Boyle, July 7, 1897.

AS far as the Foreign Office is aware, Cape Guardafui remains, as regards Italy, in the same condition as heretofore. It is within the Italian sphere of influence, as defined in the Anglo-Italian Agreement of the 5th May, 1894.

A Protectorate Treaty was signed by Italy with the Sultan of the Mijjerteyn Somalis on the 7th April, 1889, and it was communicated to the Powers signatory of the Treaty of Berlin on the 1st November of that year.

The boundaries therein laid down did not, however, extend so far north as Cape Guardafui. (State Papers 81, p. 133.) But in the course of the correspondence respecting the Red Sea and other lights, the Italian Government stated, in July 1890, that they had made arrangements with the Sultan of the Mijjerteyns for the erection of a light at Cape Guardfui (Confidential 6530, p. 122); and it was stated in a Memorandum by Mr. Kennedy of the 4th December, 1890, that the Italian Government was then studying the case of the proposed lighthouse at Guardafui, and seemed likely to undertake its construction. But the difficulties in regard to the expense and the levying of a due on shipping seem to have been the principal cause for the abandonment of the proposal. Lord Cromer, on the 5th June, 1894, reported that 80,000*l.* would be required for the construction of duplicate steam light vessels off Guardafui. He went on to say that it had seemed to him wiser to be content with insuring provision for the lights at Mocha, Abu Ail, Zebahr, and Jebil-Tier, as to the necessity of which all the Powers seemed to be agreed, and to let the Guardafui light vessel question stand over for the present.

It does not seem to have been further moved.

It seems impossible to answer Sir C. Boyle's last query as to the amount of control which the Italian Government are able to exercise over the Sultan of the Mijjerteyns with a view to insuring the safety of a lighthouse at Guardafui.

(Signed) A. H. OAKES.

Foreign Office, July 6, 1897.

No. 115*.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received July 8.)

(No. 69. Commercial.)

My Lord,

Alexandria, June 30, 1897.

WITH reference to Sir C. Cookson's despatch No. 68, Commercial, of the 25th instant, I have the honour to forward herewith a copy of a report, dated the 28th instant, which I addressed to Sir C. Cookson on the question of the importation of sheep and cattle from Cyprus and a decision of the Quarantine Board on the subject.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 115*.

Vice-Consul Alban to Sir C. Cookson.

Sir,

Alexandria, June 28, 1897.

WITH reference to my report on the 24th instant, I have the honour to state at the extraordinary meeting of the Quarantine Board, held on the 23rd instant, a question arose as to whether cattle and sheep coming direct from Cyprus on board vessels which had previously touched at Syrian ports should be admitted into Egypt.

As I have previously reported, the importation of Syrian cattle and sheep into Egypt is prohibited.

The "Commission Permanente" decided on the 18th instant that Cyprus sheep on board vessels which had touched at Syrian ports after leaving Cyprus should not be admitted into Egypt.

On the 21st instant the British steam-ship "Fortuna," of the Bell's Asia Minor Steam-ship Company, arrived with sheep which she had brought direct from Cyprus. The vessel had, before calling at Cyprus, touched at several Syrian ports.

The "Commission Permanente" met to consider the question, I being present, as the vessel interested was British. We decided to allow these particular sheep to be landed and to bring the whole question before the Board.

The Board decided that sheep and cattle arriving direct from Cyprus on board vessels which had previously touched at Syrian ports might be landed here, provided that the vessels had not taken on board in Syrian ports animals, water, forage, raw meat, or hides.

The decision is of importance to Cyprus, as nearly all vessels calling there touch previously at Syrian ports.

It was adopted unanimously on Mr. Littlewood, as representing the Egyptian Sanitary Service, expressing his willingness to accept it.

In view of the prohibition of Syrian sheep and cattle, there is every reason to expect an increase of the trade with Cyprus, more especially as the Custom-house and sanitary dues on Cyprus cattle are the same as on Syrian, though, as I am informed, the former animals are of a much larger size. It is advisable, therefore, that nothing should be left undone to encourage the trade and to secure the confidence of the Egyptian Sanitary Service.

I have cautioned the agent of the line of British steamers which have a regular trade with Cyprus as to the necessity for a strict adherence to the Quarantine Regulations, and have asked him to have his vessels carefully cleaned, they having at previous date carried Syrian cattle.

But a more important point is that the Egyptian Sanitary Service is not at all satisfied that bills of health given at Cyprus are reliable as regards the existence of cattle disease, their being, according to their information, no veterinary authority in Cyprus to give a certificate on the subject.

In this connection I should point out that the sheep, which arrived by the "Fortuna" on the 21st, were found on their arrival to be attacked by sheep-pox, although they had a clean bill of health.

It is now urgent that this state of things should be remedied by the immediate appointment of a veterinary authority in Cyprus, as, in the event of any Delegate drawing attention to the matter, the Board might decide to refuse to consider Cyprus healthy as regards cattle disease, and a trade which promises to increase would be very seriously prejudiced.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 116.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received July 8.)

(No. 70. Commercial.)

My Lord, *Alexandria, June* 30, 1897.

WITH reference to Sir Charles A. Cookson's despatch No. 68, Commercial, of the 25th instant, I have the honour to forward herewith a copy of a Report, with its inclosures, dated the 29th instant, which I addressed to Sir Charles A Cookson.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure 1 in No. 116.

Vice-Consul Alban to Sir C. Cookson.

Sir, *Alexandria, June* 29, 1897.

WITH reference to my Report of the 24th instant, I have the honour to forward herewith printed copies of the "Règlement contre la Peste," adopted, *ad referendum*, by the Board at the meeting of the 23rd instant.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 116.

CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

Règlement contre la Peste, accepté ad referendum *par le Conseil, dans sa Séance du* 23 *Juin*, 1897.

TITRE I.—*Voie Maritime.*

Mesures à prendre dans la Mer Rouge.

Article 1er.—*Navires Indemnes.*

(*a.*) Les navires reconnus indemnes, après visite médicale, auront la libre pratique, immédiate, quelle que soit la nature de leur patente.

Cette visite sera faite, pour chaque navire arrivant à Suez, par un des médecins de la Station.

Elle sera faite de jour pour les provenances des ports contaminés de peste.

Le navire devra, toutefois, avoir complété ou compléter dix jours pleins à partir du moment de son départ du dernier port contaminé.

Le seul régime que peut prescrire à leur sujet l'autorité du port d'arrivée consiste dans les mesures applicables aux navires suspects (visite médicale, désinfection du linge sale, évacuation, de l'eau de cale et substitution d'une bonne eau potable à celle qui est emmagasinée à bord).

(*b.*) Les navires indemnes ordinaires auront la faculté de passer le Canal de Suez en quarantaine. Ils entreront dans la Méditerranée en continuant l'observation de dix jours. Les navires ayant un médecin et une étuve ne subiront pas la désinfection avant le transit en quarantaine.

Article 2.—*Navires Suspects.*

Les navires suspects sont ceux à bord desquels il y a eu des cas de peste au moment du départ ou pendant la traversée, mais aucun cas nouveau depuis douze jours.

Ces navires seront traités d'une façon différente, suivant qu'ils ont ou n'ont pas à bord un médecin et un appareil à désinfection (étuve) :—

(*a.*) Les navires ayant un médecin et un appareil à désinfection (étuve), remplissant les conditions voulues, seront admis à passer le Canal de Suez en quarantaine dans les conditions du Règlement pour le transit ;

(*b.*) Les autres navires suspects n'ayant ni médecin ni appareil à désinfection (étuve) seront, afin d'être admis à transiter en quarantaine, retenus aux Sources de Moïse pendant le temps nécessaire pour opérer la désinfection du linge sale, du linge de corps et autres objets susceptibles, et s'assurer de l'état sanitarire du navire.

S'il s'agit d'un navire postal ou d'un paquebot spécialement affecté au transport des voyageurs, sans appareil à désinfection (étuve), mais ayant un médecin à bord, si l'autorité quarantenaire locale a l'assurance, par une constatation officielle, que les mesures d'assainissement et de désinfection ont été convenablement pratiquées, soit au port de départ, soit pendant la traversée, le passage en quarantaine sera accordé.

S'il s'agit de navires postaux ou de paquebots spécialement affectés au transport des voyageurs, sans appareil a désinfection (étuve), mais ayant un médecin à bord, si le dernier cas de peste remonte à plus de quatorze jours et si l'état sanitaire du navire est satisfaisant, la libre pratique pourra être donnée à Suez lorsque les opérations de désinfection seront terminées.

Pour un bateau ayant un trajet indemne de moins de quatorze jours, les passagers à destination d'Egypte seront débarqués aux Sources de Moïse et isolés pendant le temps nécessaire pour compléter dix jours ; leur linge sale, linge de corps, effets à usage (vêtements) seront désinfectés (voir chap. Désinfection).

Ils recevront alors la libre pratique.

Les bateaux ayant un trajet indemne de moins de quatorze jours pleins et demandant la libre pratique en Egypte seront retenus aux Sources de Moïse le temps nécessaire pour compléter dix jours ; ils subiront la désinfection réglementaire.

Article 3.

Navires infectés, c'est-à-dire ayant de la peste à bord ou ayant présenté des cas de peste depuis douze jours. Ils se divisent en navires avec médecin et appareil à désinfection (étuve), et navires sans médecin et sans appareil à désinfection (étuve) :—

(*a.*) Les navires sans médecin et sans appareil à désinfection (étuve) seront arrêtés aux Sources de Moïse, les personnes atteintes de peste débarquées et isolées dans un hôpital. La désinfection sera pratiquée d'une façon complète. Les autres passagers seront débarqués et isolés par groupes aussi peu nombreux que possible, de manière que l'ensemble ne soit pas solidaire d'un groupe particulier si la peste venait à se développer. Le linge sale, les objects à usage, les vêtements de l'équipage et passagers seront désinfectés, ainsi que le navire.

Il est bien entendu qu'il ne s'agit pas du déchargement des marchandises, mais seulement de la désinfection de la partie du navire qui a été infectée.

Les passagers resteront dix jours à l'établissement des Sources de Moïse ; lorsque les cas de peste remonteront à plusieurs jours, la durée de l'isolement sera diminuée. Cette durée variera selon l'époque de l'apparition du dernier cas.

Ainsi, lorsque le dernier cas se sera produit depuis neuf, dix, onze ou douze jours, la durée de l'observation sera de vingt-quatre heures ; s'il s'est produit depuis huit jours, l'observation sera de deux jours ; s'il s'est produit depuis sept jours, l'observation sera de trois jours et ainsi de suite, comme cela est indiqué au tableau placé plus loin.

(*b.*) *Navires avec médecin et appareil de désinfection* (étuve).—Les navires avec médecin et étuve seront arrêtés aux Sources de Moïse.

Le médecin du bord déclarera, sous serment, quelles sont les personnes à bord atteintes de peste. Ces malades seront débarqués et isolés.

Après le débarquement de ces malades, le linge sale du reste des passagers et de l'équipage subira la désinfection à bord.

Lorsque la peste se sera montrée exclusivement dans l'équipage, la désinfection du linge ne portera que sur le linge sale de l'équipage et le linge des postes de l'équipage.

Le médecin du bord indiquera aussi, sous serment, la partie ou le compartiment du navire et la section de l'hôpital dans lesquels le ou les malades auront été transportés.

Il déclarera également, sous serment, quelles sont les personnes qui ont été en rapport avec les pestiférés depuis la première manifestation de la maladie, soit par des contacts

directs, soit par des contacts avec des objets capables de transmettre l'infection. Ces personnes seulement seront considérées comme suspectes.

La partie ou le compartiment du navire et la section de l'hôpital dans lesquels le ou les malades auront été transportés seront complètement désinfectés. On entend par "partie du navire" la cabine du malade, les cabines attenantes, le couloir de ces cabines, le pont, les parties du pont sur lesquelles le ou les malades auraient séjourné.

S'il est impossible de désinfecter la partie ou le compartiment du navire qui a été occupé par les personnes atteintes de peste, sans débarquer les personnes déclarées suspectes, ces personnes seront ou placées sur un autre navire spécialement affecté à cet usage, ou débarquées et logées dans l'établissement sanitaire, sans contact avec les malades, lesquels seront placés dans l'hôpital.

La durée de ce séjour sur le navire ou à terre pour la désinfection sera aussi courte que possible et n'excédera pas vingt-quatre heures.

Les suspects subiront une observation, soit sur leur bâtiment, soit sur le navire affecté à cet usage ; la durée de cette observation variera selon le tableau suivant :—

Lorsque le dernier cas de peste se sera produit dans le cours du douzième, du onzième, du dixième ou du neuvième jour avant l'arrivée à Suez, l'observation sera de vingt-quatre heures ;

S'il s'est produit dans le cours du huitième jour avant l'arrivée à Suez, l'observation sera de deux jours ;

S'il s'est produit dans le cours du septième jour avant l'arrivée à Suez, l'observation sera de trois jours ;

S'il s'est produit dans le cours du sixième jour avant l'arrivée à Suez, l'observation sera de quatre jours ;

S'il s'est produit dans le cours du cinquième ou quatrième jour avant l'arrivée à Suez, l'observation sera de cinq et six jours ;

S'il s'est produit dans le cours du troisième ou du second jour avant l'arrivée à Suez, l'observation sera de sept et huit jours ;

S'il s'est produit un jour avant l'arrivée à Suez, l'observation sera de neuf jours.

Le passage en quarantaine pourra être accordé avant l'expiration des délais indiqués dans le tableau ci-dessus, si l'autorité sanitaire le juge possible ; il sera, en tout cas, accordé lorsque la désinfection aura été accomplie, si le navire abandonne, outre ses malades, les personnes indiquées ci-dessus comme suspectes.

Une étuve placée sur un ponton pourra venir accoster le navire pour rendre plus rapides les opérations de désinfection.

Les navires infectés demandant à obtenir la libre pratique en Égypte seront retenus dix jours aux Sources de Moïse, à compter du dernier cas survenu à bord, et subiront la désinfection réglementaire.

Le temps pris pour les opérations de désinfection est compris dans la durée de l'observation.

Titre II.—*Passage en Quarantaine du Canal de Suez.*

1. L'autorité sanitaire de Suez accorde le passage en quarantaine ; le Conseil en est immédiatement informé. Dans les cas douteux la décision est prise par le Conseil.

2. Un télégramme est aussitôt expédié à l'autorité désignée par chaque Puissance. L'expédition du télégramme sera faite aux frais du bâtiment.

3. Lors de l'arraisonnement, le capitaine sera tenu de déclarer s'il a à son bord des équipes de chauffeurs indigènes ou de serviteurs à gages quelconques, non inscrits sur le rôle d'équipage ou le registre à cet usage. Les questions suivantes seront posées aux capitaines de tous les navires se présentant à Suez, venant du sud. Ils y répondront sous serment :—

"Avez-vous des auxiliaires, chauffeurs, ou autres gens de service, non inscrits sur le rôle d'équipage ou sur le registre spécial ? Quelle est leur nationalité ? Où les avez-vous embarqués ?"

Les médecins sanitaires devront s'assurer de la présence de ces auxiliaires et s'ils constatent qu'il y a des manquants parmi eux chercher avec soin les causes de l'absence.

4. Un officier sanitaire et deux gardes sanitaires montent à bord. Ils doivent accompagner le navire jusqu'à Port-Saïd ; ils ont pour mission d'empêcher les communications et de veiller à l'exécution des mesures prescrites pendant la traversée du Canal.

5. Les voyageurs pourront s'embarquer à Port-Saïd en quarantaine. Mais tout embarquement ou débarquement et tout transbordement de passagers et de marchandises sont interdits pendant le parcours du Canal de Suez à Port-Saïd.

6. Les navires transitant en quarantaine devront effectuer le parcours de Suez à Port-Saïd sans garage.

En cas d'échouage ou de garage indispensable, les opérations nécessaires seront effectuées par le personnel du bord, en évitant toute communication avec le personnel de la Compagnie du Canal de Suez.

Les transports de troupes transitant en quarantaine seront tenus de traverser le Canal seulement de jour.

S'ils doivent séjourner de nuit dans le Canal, ils prendront leur mouillage dans les lacs.

7. Le stationnement des navires transitant en quarantaine est interdit dans le port de Port-Saïd, sauf dans les cas prévus aux paragraphes 5 et 8. Les opérations de ravitaillement devront être pratiquées avec les moyens du bord.

Ceux des chargeurs, ou toute autre personne, qui seront montés à bord, seront isolés sur le ponton quarantenaire. Leurs vêtements y subiront la désinfection réglementaire.

8. Lorsqu'il sera indispensable pour les navires transitant en quarantaine de prendre du charbon à Port-Saïd, ces navires devront exécuter cette opération dans un endroit offrant les garanties nécessaires d'isolement et de surveillance sanitaire, qui sera indiqué par le Conseil Sanitaire. Pour les navires à bord desquels une surveillance efficace de cette opération est possible et où tout contact avec les gens du bord peut être évité, le charbonnage par les ouvriers du port sera autorisé. La nuit, le lieu de l'opération devra être éclairé à la lumière électrique.

9. Les pilotes, les électriciens, les agents de la Compagnie et les gardes sanitaires seront déposés à Port-Saïd, hors du port, entre les jetées, et de là conduits directement au ponton de quarantaine, où leurs vêtements subiront une désinfection complète.

Titre III.—*Mesures à prendre pour les Navires venant en Égypte d'un Port contaminé de Peste, par la Méditerranée.*

1. Les navires ordinaires indemnes venant d'un port d'Europe ou du bassin de la Méditerranée infecté de peste, se présentant pour passer le Canal de Suez, obtiendront le passage en quarantaine. Ils continueront leur trajet en observation de dix jours.

2. Les navires ordinaires indemnes, qui voudront aborder en Egypte, pourront s'arrêter à Alexandrie ou à Port-Saïd, où les passagers achèveront le temps de l'observation, soit dans le Lazaret de Gabbari, soit à bord, soit à Port-Saïd, selon la décision de l'autorité locale.

Titre IV.—*Passagers.*

Les convalescents de peste, quel que soit le nombre de jours qu'ils aient passés à la station sanitaire, ne recevront libre pratique qu'après complète guérison.

Les individus morts de peste seront inhumés dans le cimetière de la station sanitaire, ou, à défaut de cimetière, dans un endroit isolé et avec toutes les précautions requises.

La fosse devra être de deux mètres de profondeur.

Les appartements occupés par les pestiférés dans la station sanitaire seront, après leur évacuation, désinfectés avec le plus grand soin.

Le linge, les vêtements et les objets de literie ayant servi aux pestiférés seront désinfectés dans des étuves à vapeur sous pression, les drilles et chiffons seront détruits par le feu.

Titre V.—*Désinfection.*

Les mesures de désinfection seront appliqués conformément aux indications contenues dans l'Article 5 du Règlement contre le Choléra.

Titre VI.—*Marchandises ou Objets Susceptibles.*

Les objets ou marchandises susceptibles, qui peuvent être désinfectés ou prohibés à l'entrée, sont :

1. Les linges de corps, hardes et vêtements portés (effets à usage), literies ayant servi ;

2. Les chiffons et drilles sans en excepter les chiffons comprimés par la force hydraulique, qui sont transportés comme marchandises en ballots ;

3. Les sacs usés, les tapis, les broderies ayant servi ;

4. Les cuirs verts, les peaux non tannées, les peaux fraîches ;

5. Les débris frais d'animaux, onglons, sabots, crins, poils, soies et laines brutes ;

6. Les cheveux.

Les marchandises et objets susceptibles ne tomberont pas sous l'application des mesures de prohibition à l'entrée, s'il est démontré à l'autorité du pays de destination qu'ils ont été expédiés cinq jours au moins avant le premier cas de peste.

Il n'est pas admissible que les marchandises puissent être retenues en quarantaine aux frontières de terre. La prohibition pure et simple ou la désinfection sont les seules mesures qui puissent être prises.

Titre VII.—*Bagages.*

La désinfection sera obligatoire pour le linge sale, les hardes, vêtements et objets qui font partie de bagages ou de mobiliers (effets d'installations) provenant d'un port contaminé.

Titre VIII.—*Marchandises.*

La désinfection ne sera appliquée qu'aux marchandises et objets que le Conseil considérera comme contaminés, ou à ceux dont l'importation peut être défendue.

Il appartient au Conseil de fixer le mode et l'endroit de la désinfection.

La désinfection devra être faite de manière à ne détériorer les objets que le moins possible.

Il appartient au Conseil de régler la question relative au paiement éventuel de dommages-intérêts résultant d'une désinfection.

Les lettres et correspondances, imprimés, livres, journaux, papiers d'affaires, &c., (non compris les colis postaux) ne seront soumis à aucune restriction ni désinfection.

Titre IX.—*Provenances de Terre.*

Le linge, les effets, bagages de voyageurs par terre et les marchandises susceptibles seront désinfectés.

Toutes les caravanes venant des pays contaminés ou du Hedjaz, après l'époque du pèlerinage, seront repoussées aux Sources de Moïse, où le linge, les effets à usage, &c., seront désinfectés et où elles subiront la visite médicale individuelle.

No. 117.

Vice-Consul Alban to the Marquess of Salisbury—(*Received July* 8.)

(No. 71. Commercial.)

My Lord, *Alexandria, June* 30, 1897.

I HAVE the honour to forward herewith copies of telegrams addressed to the Quarantine Board by the Director of the Quarantine Camp at Tor.

The following vessels (the first bringing Egyptian pilgrims from Yambo) have arrived there :—

June 28, "Shibin" from Jeddah and Yambo.
June 29, "Rahmanieh" from Yambo.
June 29, "Tarsus" from Jeddah and Yambo.

The "Shibin" and the "Tarsus" embarked pilgrims both at Jeddah and Yambo.

Among the pilgrims embarked at Jeddah on board the former vessel two suspicious

cases were discovered on her arrival at Tor, one of which appears to be undoubtedly bubonic plague. The general health of the pilgrims is good.

Every precaution is being taken at Tor and there seems no ground at present for apprehending the introduction of the disease into Egypt through the Quarantine Camp. In this connection I should state that the Egyptian Government have adopted the wise measure of causing the villages of Tor and Kouroun to be evacuated by their inhabitants, it being extremely difficult to prevent them from communicating with the camp.

I would draw attention to the suggestions made by Dr. Zachariadis, in his first telegram of the 28th instant, for preventing the contamination of Yambo pilgrims by being embarked on board vessels bringing pilgrims from Jeddah.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure 1 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le* 28 *Juin*, 1897, 11 *h.* 55 *m. matin.*

BATEAU Égyptien "Chibin," premier provenant de Yambo, est arrivé aujourd'hui avec 770 pèlerins Égyptiens suivant patente. Le bateau est parti de Djeddah le 12 Juin, après avoir embarqué 178 pèlerins. Le 14 Juin, et avant d'arriver Yambo, le médecin de bord a constaté parmi les pèlerins deux cas de peste. Le 25 est parti de Yambo, où la santé est bonne, après y avoir embarqué 597 pèlerins. Au moment d'arrivé médecin déclara avoir à bord en dehors des deux cas de peste, six cas de maladies ordinaires. Aucun décès n'a eu lieu pendant traversée de Djeddah à Yambo, et de Yambo à Tor.

Actuellement un des deux malades de peste est agonisant et l'autre convalescent.

Après informations reçues à bord d'autres bateaux aussi ont embarqué des pèlerins de Djeddah. Ainsi, les pèlerins indemnes de Yambo qui s'embarquent sur ces bateaux seront certainement contaminés. Devant cet état de choses je me permets vous soumettre propositions suivantes:—

1. Empêcher aux bateaux partant de Djeddah pour se rendre à Yambo de ne pas y embarquer ni pèlerins ni passagers.

2. Empêcher aux bateaux qui ont déjà embarqué des pèlerins à Djeddah de ne pas embarquer d'autres à Yambo.

De cette façon nous pourrons former un campement à part, et isolé pour les provenances de Djeddah, et nous ne risquerons pas de contaminer les masses de pèlerins indemnes jusqu'à présent qui se trouvent à Yambo.

M'empresserai vous donner renseignements détaillés sur état sanitaire des pèlerins aussitôt que je pourrai.

Inclosure 2 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(A.)
(Télégraphique.) *Tor, le* 28 *Juin*, 1897, 6 *h.* 30 *m. soir.*

RÉSULTAT de la visite des deux malades fait par moi est le suivant:—

Mohamed Sobh, de Boulak, Caire, a eu la fièvre le 12 Juin aussitôt embarqué de Djeddah avec beaucoup de soif et grande faiblesse. Le cinquième jour après que la fièvre a commencé une tuméfaction a apparu sur l'aine droite avec rougeur. Actuellement, le malade a une fièvre de 38, pouls 86, langue large et blanche, pupilles dilatées, yeux injectés, sous l'aine droite une tuméfaction rouge de 6 centim. de longueur sur trois de largeur avec commencement de ramollissement à la partie supérieure centrale; état général bon.

Ibrahim Mohamed, d'Alexandrie, malade depuis son départ de Djeddah. N'est pas en état de donner son anamnestique. État actuel suivant: fièvre 38½, pouls 100, grande prostration, langue large et blanche, pas de glandes tuméfiées; le ventre sensible à la pression surtout à côté gauche, et sous le nombril. Il répond incohérent; yeux non injectés, pupilles pas dilatées, pas de diarrhée, pas de soif, pas d'appétit.

Inclosure 3 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(B.)
(Télégraphique.) *Tor, le* 28 *Juin*, 1897, 7 *h.* 15 *m. soir.*

DÉSINFECTION marche lentement, mais bien. Thermomètres assez pour moment. État sanitaire pèlerins "Chibin" en général bon.

Inclosure 4 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(A.)
(Télégraphique.) *Tor, le* 29 *Juin*, 1897, 11 *h.* 5 *m. matin.*

LE bateau Égyptien "Rahmanieh" est arrivé aujourd'hui de Yambo avec 942 pèlerins d'après déclaration médecin bord et 808 d'après patente. Ce bateau n'a pas communiqué à Djeddah. Aucun décès pendant la traversée. Au moment d'arriver on a constaté à bord deux malades seulement de maladie ordinaire. État sanitaire des pèlerins à bord du bateau en général bon.

Inclosure 5 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(B.)
(Télégraphique.) *Tor, le* 29 *Juin*, 1897, 11 *h.* 15 *m. matin.*

IBRAHIM MOHAMED aujourd'hui est mieux; reveil complet de la prostration, température 36½, pouls 70. Je doute fort que ce soit un cas de peste.

Inclosure 6 in No. 117.

Dr. Zachariadis to Dr. Ruffer.

(Télégraphique.) *Tor, le* 29 *Juin*, 1897, 2 *h.* 25 *m. soir.*

LE bateau Ottoman "Tarsus" est arrivé aujourd'hui de Yambo avec 708 pèlerins Égyptiens d'après patente, dont 163 embarqués à Djeddah. Médecin bord déclare qu'il n'y a eu aucun décès pendant traversée de Djeddah à Yambo et de Yambo à Tor. Au moment arrivé on a constaté trois malades à bord atteints de maladie ordinaire. La santé des pèlerins, en général, à bord est bonne.

No. 118.

Colonial Office to Foreign Office.—(Received July 8.)

Sir, *Downing Street, July* 7, 1897.

I AM directed by the Secretary of State for the Colonies to transmit to you, for the information of the Marquess of Salisbury, with reference to the letter from your Department of the 5th instant, a copy of the telegram on the subject of the outbreak of plague at Jeddah.

I am, &c.

(Signed) EDWARD WINGFIELD.

Inclosure in No. 118.

Mr. Chamberlain to Governor Sir C. Mitchell.

Downing Street, July 6, 1897, 5·30 P.M.

(Telegraphic.)

BRITISH Consul at Jeddah says that there are 110 indigent Malays there; would Colonial Government, in view of plague, aid their return as Government of India and Netherland Government are doing. If you agree to give assistance on loan, communicate with British Consul direct.

No. 119.

Lord Cromer to the Marquess of Salisbury.—(Received July 10.)

(No. 36. Commercial.)

Cairo, July 2, 1897.

My Lord,

WITH reference to my despatch No. 27, Commercial, of the 23rd May last, I have the honour to transmit to your Lordship herewith an extract from the "Official Journal," containing a Decree by which the reduction of the light dues is postponed from the 1st July to the 1st September next; and the sum of £ E. 4,000 is to be taken from the light dues and paid to the Quarantine Board.

As your Lordship is aware, this sum is required to meet the expense of additional installations at Moses' Wells, rendered necessary by the Resolution adopted by the Venice Conference.

I have, &c.
(Signed) CROMER.

Inclosure in No. 119.

Extract from the Egyptian "Journal Officiel" of June 30, 1897.

Décret.

NOUS, Khédive d'Égypte,

Vu nos Décrets du 25 Décembre, 1894, et du 28 Décembre, 1896;

Considérant que par suite de nouvelles installations à créer aux sources de Moïse les dépenses extraordinaires nécessitées par l'aménagement des établissements sanitaires exigent une somme supérieure à celle à laquelle il a été pourvu par l'affectation visée aux Articles 2 et 4 du Décret précité du 25 Décembre, 1894;

Sur la proposition de notre Ministre des Finances et l'avis conforme de notre Conseil des Ministres;

Avec l'assentiment des Puissances,

Décrétons:

Article 1er. La réduction des droits de phare édicté par l'Article 1er de notre Décret précité du 28 Décembre, 1896, entrera seulement en vigueur le 1er Septembre, 1897.

Art. 2. Une somme de £ E. 4,000 sera prélevée sur le produit des droits de phare pendant l'exercice 1897 et versée au Conseil Sanitaire Maritime et Quarantenaire.

Art. 3. Notre Ministre des Finances est chargé de l'exécution du présent Décret.

Fait à Montazah, le 30 Juin, 1897.

(Signé) ABBAS HILMI.

Par le Khédive:

Le Président du Conseil des Ministres,
(Signé) MOUSTAPHA FEHMY.

Le Ministre des Finances,
(Signé) MAZLOUM.

Le Ministre des Affaires Étrangères,
(Signé) BOUTROS GHALI.

No. 120.

Board of Trade to Foreign Office.—(Received July 10.)

Sir,

Board of Trade, July 9, 1897.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 29th ultimo, inclosing copy of a despatch from Her Majesty's Consul-General at Alexandria, in which he transmits a copy of the proposed new Plague Rules, prepared by the Committee of Regulations of the Quarantine Board, which it is proposed to adopt provisionally until the Venice Convention is ratified, and I am to request that you will state to the Marquess of Salisbury that the Board have no observations to offer upon the subject.

I am, &c.
(Signed) A. D. BERRINGTON.

No. 121.

The Marquess of Salisbury to Consul Devey.

(Telegraphic.) P.

Foreign Office, July 10, 1897.

INSTRUCTIONS will be sent to the Governor of the Straits Settlements to communicate direct with you on the subject of your telegram of the 2nd instant respecting Malay pilgrims.

No. 122.

Colonial Office to Foreign Office.—(Received July 12.)

Sir,

Downing Street, July 10, 1897.

WITH reference to your letter of the 6th May respecting the Report of the British Delegates of the International Sanitary Conference at Venice and the Convention there agreed to with regard to preventive measures against the plague, I am directed by Mr. Secretary Chamberlain to transmit to you, to be laid before the Marquess of Salisbury, a copy of a despatch on the subject from the Governor of Gibraltar.

Mr. Chamberlain would be glad to be informed when the Spanish Government has decided whether or not to ratify the Convention.

I am, &c.
(Signed) EDWARD WINGFIELD.

Inclosure in No. 122.

Governor Sir R. Biddulph to Mr. Chamberlain.

Sir,

Gibraltar, June 29, 1897.

I HAVE the honour to acknowledge the receipt on the 16th instant of your Circular despatch of the 24th ultimo, forwarding a Report of the proceedings of the International Sanitary Conference recently held at Venice and a copy of the Convention there agreed to with respect to the preventive measures to be adopted against the plague.

2. I had already received on the 31st ultimo your despatch, General, also of the 24th ultimo, pointing out that as the Delegates of Spain have signed the Convention *ad referendum*, it would be desirable, if Spain adheres to the Convention, that Gibraltar should likewise adhere to it.

3. As soon as notice has been received that Spain adheres to the Convention, there could be no objection to the relaxation in Gibraltar of restrictions which have been adopted chiefly, as pointed out in my despatch of the 5th February last, to avert the risk of quarantine being established by Spain against Gibraltar. Vessels such as those described as "indemnes" in Chapter II, Titre 8, of the Convention, would then be admitted to free pratique, but it is not possible to provide in Gibraltar for the treatment of either "infected" or "suspected" vessels, as there are here no means whatever of applying the measures provided for by the Convention.

4. In the lengthy correspondence which took place between 1878 and 1884, and which is referred to in my despatch above quoted, the question of establishing a quarantine station in the Bay of Gibraltar was fully gone into, and the idea was finally abandoned. It is still less possible to establish a quarantine station on shore or to receive suspected persons.

5. While, therefore, the Government of Gibraltar is prepared to follow as far as possible the course proposed by the Convention, it will not be possible to adhere to it in the sense of providing for the treatment of infected or suspected vessels or passengers, or to fulfil the condition laid down in the last paragraph but one of Chapter II, Titre 8 (p. 34), which provides that every country adhering to the Convention shall establish at least one station (organization) with sufficient appliances to deal with a vessel, whatever may be her sanitary condition.

I have, &c.
(Signed) R. BIDDULPH.

No. 123.

Colonial Office to Foreign Office.—(Received July 12.)

Downing Street, July 10, 1897.

Sir,

I AM directed by the Secretary of State for the Colonies to transmit to you, for the information of the Marquess of Salisbury, with reference to the letter from this Department of the 7th instant, a copy of correspondence on the subject of the outbreak of plague at Jeddah.

I am, &c.
(Signed) EDWARD WINGFIELD.

Inclosure 1 in No. 123.

Governor Sir C. Mitchell to Mr. Chamberlain.

(Telegraphic.) *(Received July 8, 1897, 7·30 A.M.)*

REFERRING to your telegram of the 6th July, am informed that Netherland Government refuse to aid return voyage pilgrims from Jeddah. My opinion is that unwise to give assistance, impossible to recover any sum advanced.

Inclosure 2 in No. 123.

Mr. Chamberlain to Governor Sir C. Mitchell.

Downing Street, July 8, 1897, 6·50 P.M.

(Telegraphic.)

IN answer to your telegram, I consider that Government of Straits Settlements ought to assist as an exceptional arrangement in view of plague.

Inclosure 3 in No. 123.

Mr. Chamberlain to Governor Sir C. Mitchell.

Downing Street, July 9, 1897.

Sir,

WITH reference to the telegraphic correspondence, I have the honour to transmit to you, for your information, copy of a telegram from Her Majesty's Consul at Jeddah to the Foreign Office, relating to the removal of indigent pilgrims now at that place.

2. The expression in this telegram "Dutch Representative at Jeddah allows loan of last year to be reverted to" is not quite clear, but it appears to imply that the Netherland Indian Government have agreed to assist in the return of their pilgrims.

3. But whatever action may be taken by that Government, I am of opinion that on the present occasion, in view of the existence of the plague at Jeddah, the Straits Settlements' Government ought to assist the Malay pilgrims to return, as the Indian

Government are assisting the Indian pilgrims. I accordingly telegraphed to you to that effect on the 8th instant.

4. A similar difficulty will not arise in future years, when the new law to compel the pilgrims to take return tickets will be in force.

I have, &c.
(Signed) J. CHAMBERLAIN.

No. 124.

Consul-General Loch to the Marquess of Salisbury.—(Received July 14.)

(No. 14. Commercial.)

Bagdad, June 18, 1897.

My Lord,

I HAVE the honour to submit, for your Lordship's information, copy of a letter from the Acting Sanitary Inspector at Baghdad, intimating fifteen days' quarantine to be undergone at Camaran against arrivals from the Arabian Littoral of the Red Sea.

(Sent to Constantinople.)

I have, &c.
(Signed) W. LOCH, *Lieutenant-Colonel.*

Inclosure in No. 124.

Dr. Adler to Consul-General Loch.

Bagdad, le 6 (18) Juin, 1897.

M. le Consul-Général,

J'AI l'honneur de porter à votre connaissance que par décision du Conseil Supérieur de Santé les provenances du Littoral Arabique de la Mer Rouge compris entre Rabouk et Lith, ces deux ports exclus, sont soumis à une quarantaine de quinze jours à être purgée au lazaret de Camaran.

Veuillez, &c.
(Signé) DR. CHARLES ADLER.

No. 125.

Sir P. Currie to the Marquess of Salisbury.—(Received July 14.)

(No. 56. Commercial.)

Constantinople, July 3, 1897.

My Lord,

WITH reference to my telegram No. 51, Commercial, of to-day, I have the honour to forward to your Lordship herewith copy of a despatch which I have received from the British Delegate on the Constantinople Board of Health requesting that the authorities at Aden may deliver a Bill of Health to coasting craft bound to the Red Sea.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 125.

Dr. Dickson to Sir P. Currie.

(No. 57.)

Constantinople, July 2, 1897.

Sir,

I HAVE the honour to state to your Excellency that a suspicion is entertained by the Ottoman Sanitary Department that the outbreak of plague at Jeddah was derived from British India by way of Aden, where no efficacious sanitary control is said to be exercised over shipping, and more especially over native coasting craft.

This notion is, moreover, held by the agents of the "Tombac Society," with whom the Board of Health will probably make an arrangement for the landing and reshipping

of pilgrims at Camaran and Jeddah and for the supply of distilled water to the Jeddah lazarets of Abu-Saad and Abu-Ali.

As the Board of Health will have to request the Tombac Society to allow their coast-guard ships to be provided with an Ottoman Sanitary officer, who will examine the Bill of Health of every coasting sailing-vessel that enters the Red Sea, it will be necessary in order to carry out this measure, without detriment to honest traffic, that the authorities at Aden deliver a Bill of Health to every sailing-ship and sambuk that quits Aden for the Red Sea, including the destination of the vessel, the number of its crew and passengers, and the nature of its cargo.

M. Grandjean, one of the Representatives of the Tombac Society in Constantinople, has requested me to take steps with a view to the carrying out of this measure, which I strongly recommend to your Excellency's consideration, both as a sanitary precaution and in order to save a British Colony from the reproach of its being the medium of transmitting the Indian plague to the shores of the Red Sea.

I have, &c.
(Signed) E. D. DICKSON.

No. 126.

Sir P. Currie to the Marquess of Salisbury.—(Received July 14.)

(No. 58. Commercial.) *Constantinople, July 9, 1897.*

My Lord,

I HAVE the honour to transmit to your Lordship herewith, copy of a notice issued by the Board of Health permitting the entry into Turkey of travellers and goods from Persian territory, but maintaining the prohibition against the entry into Mesopotamia of Shiite pilgrims and corpses.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 126.

Notice.

PAR décision du Conseil Supérieur de Santé les voyageurs et merchandises arrivant par terre du territoire Persan, depuis Mohammara inclusivement jusqu'à Hanéguine exclusivement, seront reçus en territoire Ottoman à partir du 24 Juin (6 Juillet), 1897.

Toutefois la Circulaire du 15 (27) Janvier, 1897, concernant l'interdiction de l'accès en Mésopotamie des visiteurs Chiites, ainsi que des cadavres, est et demeure en vigueur.

L'Inspecteur-Général,
(Signé) DR. COZZONIS.

Le 25 Juin (7 Juillet), 1897.

No. 127.

Foreign Office to Vice-Consul Alban.

(No. 6. Commercial.) *Foreign Office, July 14, 1897.*

Sir,

WITH reference to your despatch No. 70, Commercial, of the 30th ultimo, I am directed by the Marquess of Salisbury to request you to furnish me with six more copies of the Plague Rules adopted *ad referendum* by the Quarantine Board.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 126*.

Local Government Board to Foreign Office.—(Received July 14.)

Whitehall, July 13, 1897.

Sir,

I AM directed by the Local Government Board to advert to your letter of the 29th ultimo, respecting the new provisional Plague Rules under the Venice Convention, and also to your letter of the same date on the subject of the Resolutions of the International Sanitary Conference held at Venice as reported by the British Delegates; and I am to forward, for the information of the Marquess of Salisbury, the accompanying copy of a Minute on the subjects by the Board's Medical Officer, Sir Richard Thorne Thorne.

I am, &c.
(Signed) H. C. MONRO,
Assistant Secretary.

Inclosure in No. 126*.

Minute by Sir R. Thorne Thorne.

I BEG leave to submit the following comments on the new Plague Rules of the Quarantine, &c., Council of Egypt, forwarded with Mr. Vice-Consul Alban's letter of the 16th June last.

I. "Voie Maritime. Mesures à prendre dans la Mer Rouge."

This set of Regulations differs but slightly from the actual terms of the Convention; but where it does differ it is in the direction of increased stringency.

For example:—1. Disinfection becomes obligatory in the case of articles which the Convention studiously avoids specifiying. In the case of suspected vessels from any infected port, disinfection of all body linen, clothing, and susceptible articles is required; whereas, under the Convention, it is laid down that, even in the case of an infected vessel—where the crew alone had suffered from plague—the disinfection shall only apply to the dirty linen of the crew, and to the linen of others connected with the crew.

2. In the case of the same class of vessels, namely, suspected vessels, which have not completed a voyage of fourteen days without any occurrence of plague, the disinfection of the vessel itself—and this without any limitation—is required; whereas under the Convention the disinfection of even an infected vessel is distinctly restricted to those parts of the vessel that have been occupied by the sick. Indeed, in the case of infected vessels which are without a doctor or a stove, it is laid down that the disinfection of the vessel shall be limited to that part of it which has been infected.

As regards the disinfection of articles, I am not prepared to say that the Quarantine Board are exceeding the power which may be exercised under the Convention; because the Chapter on disinfection leaves it to the local Sanitary authority to determine what it deems to be infected in the way of "bagages" and "marchandises." The matter is, however, different as to the disinfection of suspected vessels. I cannot find the authority for extending the requirement as to disinfection of vessels of any class in the way that is proposed by the Board in their draft Regulations; such extension seems, indeed, clearly contra-indicated, and I am certain it was not intended. In Mr. Arthur D. Alban's covering letter of the 16th June last, it is suggested that the right to disinfect a suspected vessel and susceptible goods is clear from Chapter 2, Titres IV and VIII of the Convention. I do not think this contention is borne out by the terms of the Convention in so far as disinfection of suspected vessels is concerned. It is true that in Titre VIII, "Navires Suspects, (2)," there is a reference to "Désinfection," but the extent of that disinfection is specifically defined. In the absence of possessing an authoritative copy of the *procès-verbaux*, I speak with some diffidence, but I feel certain I am right in asserting that the definition of that which was to be disinfected in the case of suspected vessels was expressly inserted in Committee, at the request of one of the British Delegates (Mr. Farnall), for the distinct purpose of

making it clear that the Conference did not intend that the requirement as to disinfection of a suspected vessel should be of greater severity than that which is allowed as regards a vessel actually infected.

I have no comments on any other part of the Regulations.

II. With regard to the further communication from the Foreign Office, inclosing a despatch of the 3rd June last, by Dr. E. D. Dickson, which is forwarded by Her Majesty's Ambassador in Constantinople, I note that Dr. Dickson abstains from entering into details on at least one important part of his communication pending the issue of the *procès-verbaux*. I am myself without any complete or revised copy of the *procès-verbaux*, and hence I would prefer postponing consideration of the points raised in the despatch.

Dr. Dickson doubtless intends to revert to some of these when he is in possession of the necessary material.

(Signed) RICHARD THORNE THORNE.

July 5, 1897.

No. 128.

Consul Devey to the Marquess of Salisbury.—(Received July 16.)

(No. 4. Commercial.)

Jeddah, June 8, 1897.

My Lord,

I HAVE the honour to transmit herewith, copy of a despatch addressed to Her Majesty's Ambassador at Constantinople respecting suspected cases of plague.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

Inclosure 1 in No. 128.

Consul Devey to Sir P. Currie.

(No. 48.)

Jeddah, June 7, 1897.

Sir,

I HAVE the honour to confirm my telegram of the 3rd instant, reporting the existence of plague in mild form, recognized to-day officially as "fever, accompanied by 'engorgement de ganglions inguinaux,'" cases of which having occurred among Hadramaut pilgrims here, all departure from Jeddah is prohibited.

It is said that the first cases were to have been observed just a fortnight ago, and that they may have numbered already nearly fifty, of which eighteen have attracted medical attention. An official report shows eleven cases seen and three suspected.

The curious remark, however, that no case has yet occurred among British-Indian pilgrims or residents.

Vice-Consul Dr. S. M. Hussain's Report, herein inclosed, gives full details as to cases observed by him.

I have made to-day some recommendations to the Acting-Governor for the purpose of preventing and restricting the spread of the disease as far as possible, and he tells me that some sensible precautionary measures have been already adopted, whilst I recently noticed that some steps have just been taken for combating insanitary conditions of the town.

Of late the high winds and a strong simoon now blowing have done well for the public health, and the most earnest efforts should be expended from the very first to stamp out this fever in view of the approaching hot and windless season.

I am just informed that ten days' quarantine have been imposed on a British ship at Beyrout which left this port on the 26th ultimo, and judge from this fact that all precautions are being taken; it therefore seems superfluous to add here a list of all departures since the 20th ultimo, as I was proposing.

I am told that a certain vexation may be remarked against the Vice-Consul Doctor and myself, to whom rumour ascribes over-promptness in revealing the existence of disease, anticipating even a report from the Sanitary Inspector, and that there are expectations that a Commission is to proceed here at once to decide upon the nature of the suspected fever.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

P.S. *June 8th.*—Three hospitals are to be erected without delay, two inside the town walls, and one near the landing-stage outside, but centrally situated, the latter for accidents and ordinary non-contagious diseases, but the first two for segregating cases of plague. Unfortunately, much difficulty will be found in overcoming popular prejudice and unwillingness to disclose cases, though the Mukhtars and Imams have already been warned of the immediate necessity of reporting and threatened with punishment.

G. P. D.

Inclosure 2 in No. 128.

Vice-Consul Hussain to Consul Devey.

Jeddah, June 8, 1897.

Sir,

I HAVE the honour to report that on Tuesday last (1st June), while I was attending the patients in my dispensary, one Hadrami sought my advice for a bubo in his groin. On examining the case I did not find any of the ordinary causes of bubo, and on my asking him how the swelling came on, he informed me that eight days ago he got fever, and on the second day after fever he felt pain in his groin (right), and later on the swelling appeared.

He told me the fever was not very strong, but it was accompanied with severe headache and giddiness. Six days after fever left him, but the bubo, for which he wanted medicine, was still very painful, and had no sign of suppuration. This case was treated as an ordinary case of bubo, with only external application. The man got well, and is following his occupation.

On the 2nd June another man, also Hadrami, came to my dispensary with a bubo in his groin, and gave a history similar to what is mentioned above. This man also had no fever when I saw him, and therefore he was also treated as an ordinary case of bubo.

But the history given by the above-mentioned two cases gave rise to a little suspicion in my mind. I made inquiries from the people of the town, and to my great surprise I was informed that several cases of a peculiar kind of fever, accompanied by the enlargement of glands, have occurred in the town, and some of the cases have terminated fatally within three or four days of the attack.

Next morning (3rd June) I saw two more cases of bubo, and one of them gave the following history:—

Name, Mohammad Hadrami: sex, male: age, 18 years.

Previous History.—He got fever on the 26th May in the afternoon, which was preceded by slight headache and general malaise, but no shivering. Fever became very strong at night, and he began to lose his senses. He remained quite unconscious for two days, and on regaining his senses on the third day he found a painful swelling in his left groin.

On the sixth day, he told me, fever left him, and on the 3rd June, when I saw him, he had slight fever, and the bubo had suppurated. His face was pale and anæmic, his features were relaxed, his lips were covered with sordes, and he complained of great prostration.

He was given a saline fever mixture, and his bubo was opened and dressed antiseptically.

The same day another man with bubo attended the dispensary, and told me that the bubo was preceded by severe fever. But when I saw him he had no fever.

After my dispensary work the same day I was requested to see a patient at his residence. He was a Hadrami, aged about 18 years, well built, and of strong constitution.

At the time of my visit his temperature was 104° Fahrenheit and he was delirious.

His relatives told me that he got fever on the 1st June in the afternoon, and the next morning the swelling on his right groin appeared, which the patient complained was very painful, and from the outset of fever he had been complaining of severe headache and giddiness, but on the second day he became unconscious.

After seeing this case my suspicions became very strong, and I informed you verbally of what I had seen and suspected.

The same day (June 3rd) I saw Dr. Xanthopolide, the Sanitary Inspector, and inquired from him about the health of the town. He told me it was very good and the mortality was very low.

On my informing him that I have seen some suspected cases of fever with enlargement of inquinal glands, he denied any information of the kind having been brought to his notice before that, and he expressed great doubts in my supposition, and could not believe that the cases that I had seen could possibly be cases of pest.

I requested him to see one of my cases, and he examined the case accompanied with his cousin the doctor of the Abu Saad Lazarette, but did not express any opinion, and said he would wait and see the result.

The patient remained in the same state another day, and on the morning of the 5th instant he died.

On the 4th instant I saw a woman also Hadrami. She had fever (temperature 102° Fahrenheit) and a swelling in her right groin. Bubo appeared in this case twelve hours after the commencement of fever. The patient is still alive and appears to be out of danger.

On the 5th instant Dr. Xanthopolide told me that he had seen eleven cases in the town which all appeared to him suspicious. These cases have been examined by all the doctors present in the town, and watched with great interest, and yesterday (June 7th) they have all agreed and expressed their unanimous opinion, that though the nature of the disease has not been confirmed by pathological proofs for want of instruments and other requisites, they have no doubt that the disease is pest, but still in mild form, and it has not assumed the epidemic violence. Of the patients two-thirds or nearly so, recover, and only one-third prove fatal.

According to my information the disease appeared in the town about the middle of May, and the number of attacks might, in round numbers, be taken about fifty or sixty, with about eighteen deaths up to this time.

Though I myself have not been able to trace the first case of this disease in Jeddah, but Dr. Xanthopolide informs me that the first victim of the disease in this town was a Yamani, who either came with the disease from Mecca, or got it here just after his arrival and died. Whatever may come to light after further investigation I cannot say, but it is a fact that the disease has been confined among the Hadramis and Arabs, and not a single British Indian has suffered from the disease up to the present moment.

This to my mind is an evident proof that the disease has not been brought here by the Indians, but by some other people, and from some other part of the world than India, probably from Yaman, where the disease is practically endemic.

The measures adopted to prevent the spread of the disease in this town, are next to nothing up to this time. It is supposed that all the dead bodies are to be examined by the municipal doctor before burial, but I know for certain that this is not done.

Three temporary hospitals are said to be utilized for the patients. A coffee shop near the quarantine office is to be converted into a hospital, and used for poor patients found in the streets and suffering from non-contagious diseases. The two other hospitals for the segregation of the plague cases, are to be erected one in the open space in the north-eastern corner of the town, and the other in the east, near the military hospital.

Both these temporary hospitals will be within the town wall; the first one, that is the coffee shop, is outside the wall but close to it.

The patients are not being segregated up to this time, and no attempt is being made to disinfect the infected houses.

Here I beg to bring to your notice that the people here being quite averse to all ideas of the modern medicine and sanitation, abhor the idea of segregation, and I am afraid the authorities will have to face great troubles in order to enforce the measures required for segregation and disinfection of the houses.

I have been informed by respectable persons that new cases are daily cropping up in the town, but the people conceal, especially when the sufferer is a woman, and the Sanitary authorities will be quite helpless as long as the strong and compulsory measures are not adopted by the Government.

I have, &c.
(Signed) MOHAMMAD HUSSAIN.

No. 129.

Consul Devey to the Marquess of Salisbury.—(Received July 16.)

(No. 5. Commercial.)

Jeddah, June 12, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a despatch No. 52, addressed to Her Majesty's Ambassador at Constantinople, respecting the progress of plague and matters relating to Quarantine measures and pilgrim ships.

I have, &c.
(Signed) GEORGE POLLARD DEVEY.

Inclosure in No. 129.

Consul Devey to Sir P. Currie.

(No. 52.) *Jeddah, June* 11, 1897.

Sir,

A CIRCULAR was issued from the Local Health Office last evening announcing with regret the existence of plague; on the 8th instant, two; the 9th, three; and the 10th, six (to-day, four) cases were reported.

Bazaar rumours were whispered that it existed some three weeks ago, and a considerable mortality among dogs and rats has been observed of late. The reports as to the exceptionally satisfactory state of health in Mecca at and after the pilgrimage were so convincing that one was hardly prepared for this anti-climax, and it is now hinted vaguely that single cases, may have occurred, even before or during the pilgrimage, without being observed.

No person may now leave Jeddah for Mecca, though some few had already closed their houses and departed with their families for Tayif.

Orders have just been issued that merchandise for Mecca shall be carried by sea to Rabuc, to be landed there without communication.

Mecca has some chance of escaping the plague, as the city is largely vacated through the annual custom of visiting Tayif, and owing to its dry climate and the simoom season; disinfectants, however, should not be spared.

There is some reason for believing the disease indigenous to parts of Arabia—in particular Assir and Tehama—but the poorer Arabs from Hadramont appear to have been the first and chief sufferers; the disease is now finding its way among the Jeddah towns-people, chiefly owing to insanitary conditions, which circumstances combine to render almost hopeless.

A well-constituted Commission of ten members is now sitting to take municipal measures, and have ordered that all houses be whitewashed forthwith.

Tents have been prepared for the shelter of poor pilgrims in a waste open space, but out of fifteen erected, only three are so far occupied permanently, the pilgrims taking advantage of this cover for the night, though they cannot be induced to remain quiet during the day, but prefer rambling about the town in search of a cool place—and of alms.

Fortunately for this city, the bulk of remaining pilgrims have left already, and an estimate of those to be found here at this moment may not exceed 2,500. At Mecca there may be 5,000 still left, and probably few less than 4,000 at Yambo, waiting for ships to carry them home. It may also be roughly estimated that at least from 30 to 35 per cent. among them are impecunious. Of the Indians, numbering 2,500, probably 1,000 are impecunious.

Under these circumstances, I venture respectfully to suggest that some extraordinary aid is necessary; the Indian Government Regulations upon pilgrim-carrying have become much stricter lately, and are both costly and difficult to comply with. The price of the passage to Bombay is now fixed at 40 rupees, considerably higher than was ever known before; in the higgling of the market the actual cost per head may have averaged 25 rupees it is true, but with the restrictions which will insure on plague being declared, the higher charge may be considered not excessive, yet very few are in a position to support it.

The local authorities at the same time might do well to submit to His Majesty the Sultan the statement showing to what dire straits Ottoman pilgrims are also being reduced—either compelled to remain in plague-stricken quarters or to pay three or four times the ordinary journey expenses; the extra transit and quarantine delays will augment the journey-cost enormously, to which must be added quarantine expenses and maintenance. One ship supplied gratis for poor pilgrims would relieve this incubus fairly effectively.

Among the Ottomans a very strong prejudice exists against being sent to Camaran, on account of the heat there, and the tiresome journey up and down the Red Sea. And at this moment I learn that it is decided to allow Egyptian and North African pilgrims to purge at the cooler lazaret of El Tor. The steam-ship "Shibin," of the Khedivié Company leaves shortly for this station at Suez, but it is doubtful whether she will call at Yambo.

An application was recently made to Her Majesty's Embassy for legal advice *re* the British steam-ship "Moshtari," and I to-day telegraph that it is decided she will uphold the charter, and proceed to Constantinople, as previously agreed.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

P.S. *June* 12.—I beg to thank your Excellency for a telegram referring to the steam-ship "Moshtari," which crossed mine above referred to.

It is reported that a Commission, including several doctors—among whom, possibly, Dr. Stepovich—is leaving Constantinople for Jeddah.

G. P. D.

No. 130.

Consul Devey to the Marquess of Salisbury.—(Received July 16.)

(No. 6. Commercial.) *Jeddah, June* 17, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a despatch No. 54, and its inclosure, addressed to Her Majesty's Ambassador at Constantinople, and also a further Report by Vice-Consul Dr. Mohammed Husain, further respecting plague.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

Inclosure 1 in No. 130.

Consul Devey to Sir P. Currie.

(No. 54.) *Jeddah, June* 14, 1897.

Sir,

I HAVE the honour to inclose a statement of mortality and plague cases issued by the Health Office since the 10th instant.

I may mention also that 270 Javanese pilgrims embarked for Batavia, and 256 for Singapore, yesterday. They were inspected several time before actually starting, but I understand no one was rejected as contaminated, and plague has not yet affected them, but is still confined to Hadramaut and Yemen Arabs, and the poorer inhabitants of Jeddah. About 900 more Javanese will be leaving within the next few days, including to-morrow, by two more ships.

Yesterday it was rumoured (incorrectly) that departure would be allowed for Mecca every Sunday, beginning that 13th instant, but there would be probably fifteen days' quarantine outside the Holy City. Possibly some such orders may be issued shortly.

Yesterday morning early I telegraphed to the British-Indian Government, *en clair*, besides other information asked for, that plague appeared to be growing epidemic, but later on I was informed that such was not the case, as the statistics inclosed tend to prove. However, I am inclined to hold by my opinion as expressed above; the danger of the plague spreading is extremely great, owing to insanitary conditions, the presence of pilgrims, the reluctance of Jeddah residents to allow of proper attendance and disinfection, conditions which it will be most difficult to overcome.

Not only do poor pilgrims desirous of returning home continue to come from Mecca to Jeddah (the richer class may be surmised to have the means and inclination of avoiding a plague-stricken city), but already the Ottoman steam-ship "Tarsus," which arrived here yesterday from Yemen, brought fifty-eight pilgrims for next year's pilgrimage.

The interruption of the post, as last week's Khedivial steamer went direct from Suakin to Suez without calling here, is likely to lead to serious inconvenience; also the want of telegraphic communication with Yambo is badly felt.

In explanation of the origin of the plague, a story which has been repeated here was to the effect that sacks holding flour had brought it from India, but there can be no doubt that this is totally devoid of foundation, and the Sanitary authorities express firm conviction that it was not introduced by sea.

I have already said that the disease here, which, according to the best available opinions, in no way differs from the bubonic fever now happily nearly extinct in Bombay, is indigenous to parts of Arabia.

I am glad to report that the troops in garrison are entirely free from illness, and the isolated situation of the chief barracks beyond the Medina Gate should, with a little ordinary care, continue to exempt them.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

P.S. *June* 17.—There was yesterday one death from plague among the Javanese pilgrims, but no case is yet reported among British-Indian pilgrims. Three Indians, natives of Jeddah, have had plague, of whom one died.

The regular Khedivié Steam-ship Company's mail communications are being resumed.

It should also be remarked that the streets and lanes, the big market, and the open space near the Quarantine Office and landing-stage have just been thoroughly cleaned, though the quarters for the Indian and Javan pilgrims, and the vicinity of the military hospital are still very filthy. Colonel Ali Bey deserves commendation for his ceaseless activity in attending to these details.

With reference to a hope expressed in my despatch of the 11th instant that Mecca may escape contagion, I fear the chance is daily growing slighter, Mecca being without walls, and depending so completely upon Jeddah for provisions, is practically without defence, and the Bedouins of the neighbourhood enter and quit Jeddah freely. The simoom season will be over in about ten weeks, and the difficulty of combating popular prejudice against sanitary measures in Mecca must be considered very seriously.

I here venture to recall to your Excellency's attention the incident of the turbulent burning of the disinfecting-house and appliances at Mecca by Bedouins, which occurred on the day of the attack upon the Consuls here two years ago, and to suggest the importance of extreme caution and discretion in attempting to enforce sanitary regulations.

G. P. D.

Inclosure 2 in No. 130.

HEALTH OFFICE STATISTICS.

Date.	Total Mortality.	Plague.	
		Deaths.	Cases.
1897			
June 10	18	6	..
„ 11	17	3	2
„ 12	23	1	..
„ 13	13	4	3
„ 14	21	2	1
„ 15	13	3	1
Total for six days ..	105	19	7

Inclosure 3 in No. 130.

Vice-Consul Husain to Consul Devey.

Jeddah, June 16, 1897.

Sir,

IN continuation of my previous Report, I have the honour to add that the disease, as it appears from the annual statistics, is not spreading very rapidly, but the general mortality has risen very suddenly after the 5th instant.

Date.	Total Number of Deaths at Jeddah.
June 5	3
„ 6	7
„ 7	14
„ 8	18
„ 9	24

On the 10th June the existence of plague at Jeddah was officially declared, and the following is the daily statistics issued by the Jeddah Sanitary Office :—

Date.	Total Deaths.	Deaths from Plague.	New Cases.
June 10	18	6	..
„ 11	17	3	2
„ 12	23	1	..
„ 13	13	4	3
„ 14	21	2	1
„ 15	13	3	1
„ 16	11	3	..

The local authorities are trying their best to induce the inhabitants to observe the rules of cleanliness in their dwelling-houses, and are cleaning up the town as far as possible.

A house has been rented to segregate the plague cases, but owing to the great prejudice of the people not a single case has been sent there up to this moment, neither is it possible unless the Government takes very strong steps to enforce the required sanitary measures.

The examination of all the suspected cases is altogether impossible, under the existing circumstances, as male doctors are not allowed to examine the female patients or corpses, and, unfortunately, there being no female doctors in the town the sickness among the females passes quite unnoticed.

Under these circumstances the statistics issued by the local Sanitary Office is not worth great reliance.

The Special Plague Commission, appointed at Constantinople, is on its way, and probably will be here after a day or two.

There are about 2,500 Indian pilgrims both here and at Mecca, and at least one-third of them are destitutes and quite unable to pay their passage back to India.

Though many of the Indian pilgrims present here are poor and in the most insanitary condition yet none has been affected by plague hitherto.

Owing to the late hostilities between the Turks and the Hellenes, several British ships have taken the chance of carrying Turkish pilgrims to the Mediteranean ports, and the prices obtained from the Turkish pilgrims being much higher than paid by the Indians; one Bombay ship has already gone to Constantinople, and another is ready to sail to-morrow for Suez. Had not this happened, more than half the number of the Indian pilgrims present in Hedjaz must have been carried away by this time, and the remainder must have been cleared away by the two ships now shortly expected from India.

The pilgrims are carefully examined by the Sanitary authorities before going on board the ship, and persons suffering from plague, or suspected to be infected, are not allowed to embark.

The ships carrying pilgrims for the North have to undergo fifteen days' quarantine at Tor, near Suez, but the Ottoman and the International Board of Health does not impose any quarantine on ships carry pilgrims to India, Straits Settlements, and Java, on condition that they should not touch the Ottoman shores again on their voyage after leaving Jeddah.

From the 11th instant exodus to Mecca from this town is prohibited, but it is

believed that permission will shortly be given to allow weekly caravans to go to Mecca, and fifteen days' quarantine imposed in the vicinity of the Holy City.

I have, &c.
(Signed) S. MOHAMMED HUSAIN.

No. 131.

Admiralty to Foreign Office.—(Received July 20.)

Sir, *Admiralty, July* 15, 1897.

WITH reference to your letters of the 9th April and the 22nd May last, respecting the alleged evasion of quarantine Regulations by British ships passing through the Suez Canal, I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State, copy of a letter from the War Office, inclosing copy of the explanation of the officer in medical charge on board the transport "Dilwara" on the homeward voyage from Bombay last March, when a fatal case of plague occurred.

A similar letter has been sent to the Board of Trade.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 131.

War Office to Admiralty.

(Confidential.)
Sir, *War Office, July* 8, 1897.

REFERRING to your letters of the 20th April and the 31st May respectively, relative to the allegation that the officer in medical charge on board the transport "Dilwara" on the homeward voyage from Bombay last March, when a fatal case of plague occurred, was guilty of an infraction of the Suez Canal Quarantine Regulations, I am directed by the Secretary of State for War to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of Surgeon-Major Hetherington's explanation which, in Lord Lansdowne's opinion, should be regarded as satisfactory.

I am, &c.
(Signed) G. LAWSON.

Inclosure 2 in No. 131.

Surgeon-Major Hetherington to the Principal Medical Officer in Ireland.

Naas, June 17, 1897.

WITH reference to letter dated the 14th June, 1897, from the Director-General, Army Medical Staff, I have the honour to make the following statement:—

I frequently visited the child with plague on board the steam-ship "Dilwara," and I never saw or heard of a steward or stewardess nursing the child. Strict orders were issued that the child's father and mother alone were to nurse the child.

The child was removed to the poop (from which all other passengers were taken away) with the father and mother to nurse it; and sentries were posted to prevent any other persons approaching the case.

The report that a steward and stewardess nursed the child cannot therefore be correct.

The orders given by the Health Officer at Suez were to the effect that persons who had been in constant attendance on the child with plague were to be landed. He was told all about the case, and he himself investigated all the circumstances on board. It was he who decided that Quarter-master Sergeant Turner and Mrs. Turner alone were to be landed.

(Signed) R. P. HETHERINGTON,
Surgeon-Major, A.M.S.

No. 130 A.

Board of Trade to Foreign Office.—(Received July 17.)

Sir, *Board of Trade, July* 16, 1897.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 13th instant, inclosing a copy of a despatch from Her Majesty's Consul-General at Alexandria with reference to the Plague Rules adopted *ad referendum* by the Egyptian Sanitary Board, and I am to request that you will state to the Marquess of Salisbury that the Board have no observations to offer upon the subject.

I am, &c.
(Signed) A. D. BERRINGTON.

No. 130 B.

Sir P. Currie to the Marquess of Salisbury.—(Received July 20.)

(No. 47. Consular.)
My Lord, *Constantinople, July* 14, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from Her Majesty's Consul at Jeddah, requesting sanction for the permanent appointment of a Malay cavass to Her Majesty's Consulate for the assistance of pilgrims of that race.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 130 B.

Consul Devey to Sir P. Currie.

(Separate.)
Sir, *Jeddah, June* 15, 1897.

WITH reference to your Excellency's despatch of the 26th June, 1896, conveying sanction for the temporary employment of a cavass to assist Malay pilgrims, I have the honour to state that the man thus employed has proved very useful, and given entire satisfaction in his work.

It is therefore requested that application may be kindly made to the Government of the Straits Settlements for sanction of the permanent appointment of this cavass.

I have, &c.
(Signed) G. P. DEVEY.

No. 130 C.

Sir P. Currie to the Marquess of Salisbury.—(Received July 20.)

(No. 60. Commercial.)
My Lord, *Constantinople, July* 15, 1897.

I HAVE the honour to forward to your Lordship herewith copies of two despatches which I have received from Dr. Dickson respecting the measures taken by the Turkish authorities to prevent the spread of the plague from Jeddah to the Mediterranean ports.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure 1 in No. 130 c.

Dr. Dickson to Sir P. Currie.

(No. 59.)

Constantinople, July 9, 1897.

Sir,

THE outbreak of plague amongst the pilgrims at Jeddah, and amongst those gone from Jeddah to Tor, to undergo quarantine there has occupied the attention of the Board of Health during several late successive meetings. The Board had to take into consideration the disposal of those smitten with plague in Jeddah; the removal from Jeddah of a large number of indigent pilgrims that were wandering about its streets without food or shelter; the stoppage of the influx of passengers and pilgrims into Jeddah; the interruption of communications between Jeddah and Mecca; and the prevention of the propagation of plague to the Ottoman ports of the Mediterranean, Red Sea, and Persian Gulf.

The Board's efforts have not met with all the encouragement and success which they deserved. This is owing partly to the inability of the Vice-President, Midhat Effendi, and of the Inspector-General, Dr. Cozzonis, to cope with the situation, and partly to the procrastinating disposition of the Porte and the proverbial aversion of the natives to all measures of a sanitary character. A command from the Sultan to the Board encouraging it to take precautionary measures to restrain the propagation of the plague was the only reply the Board received to its proposals. It therefore declared its inability to cope, as it intended, with the scourge, and resolved to receive in the lazaret of Clazomène the pilgrims that had been put into quarantine at Tor.

I have, &c

(Signed) E. D. DICKSON.

Inclosure 2 in No. 130 c.

Teskereh of the First Secretary of the Imperial Palace, read in the Sitting of the Board of Health, June 21 (*July* 3), 1897.

SON Excellence le Premier Secrétaire du Palais Impérial, par son teskéré du 19 Juillet (1er Août), 1897, informe le Département Sanitaire que Sa Majesté le Sultan a daigné prendre connaissance du teskéré que ce Département a adressé au Grand Vizirat, et qui fut soumis par ce dernier au pied du Trône Impérial, relativement aux débats qui viennent d'avoir lieu au Conseil Supérieur de Santé sur les mesures à prendre à la suite des deux cas de peste survenus au lazaret de Tor parmi les 180 pèlerins de Djeddah, arrivés à bord du vapeur "Chibbine." De son côté, la Préfecture de la ville a avisé le Palais Impérial que l'extension de cette maladie nécessite une attention et une activité extraordinaires de la part des offices Sanitaires, et que le fait que les deux cas en question ne sont pas suivis de décès démontre la décroissance de la maladie qui a perdu de son intensité initiale. Or, l'apparition de la peste à Tor fait craindre qu'elle ne se propage aussi en Égypte; la plupart des journaux Européens annoncent continuellement qu'elle a gagné en même temps d'autres pays; on n'est pas bien loin de croire que les États Européens prennent des mesures sanitaires contre les provenances de l'Empire Ottoman, sous prétexte que la Turquie n'apporte pas assez de vigilance dans l'application des mesures préservatrices. En conséquence, Sa Majesté Impériale le Sultan vient de rendre un Iradé à l'effet de compléter et de parfaire, d'une façon aussi prompte qu'efficace, toutes les mesures prophylactiques et quarantenaires que comporte la situation en vue de prévenir, avec l'assistance Divine, la propagation de la maladie dans toute autre partie du territoire Ottoman.

Constantinople, le 21 *Juin* (3 *Juillet*), 1897.

Inclosure 3 in No. 130 c.

Communication made to the Turkish Government by decision of the Board of Health, June 24 (*July* 6), 1897.

DEPUIS l'apparition de la peste à Djeddah et depuis, surtout, les cas de cette maladie survenus au lazaret de Tor, le Conseil Supérieur de Santé avait soumis au

Gouvernement Impérial toutes les décisions prises par lui pour assurer la préservation des ports Méditerranéens de l'Empire contre l'épidémie. Le Gouvernement Impérial avait été prié en même temps de fournir les bateaux à vapeur nécessaires pour envoyer au lazaret de Camaran le restant des pèlerins se trouvant à Djeddah et à Yambo, ainsi que ceux déjà arrivés à Tor.

Attendu que le Gouvernement Impérial n'a pas pu procurer ce moyen de transport;

Attendu que les pèlerins arrivés à Tor, au nombre de 1,300, d'après les dernières informations reçues, vont terminer dans quelques jours la durée de leur quarantaine et qu'ils seront, après quoi, tenus de transiter le Canal de Suez;

Attendu, enfin, que la dispersion des dits pèlerins augmenterait le danger de l'importation de la maladie dans l'Empire, le Conseil Supérieur de Santé, dans sa séance d'aujourd'hui, s'est vu forcé de décider la réception, par fractions, de ces 1,300 pèlerins au lazaret de Clazomènes pour leur y faire subir un régime quarantenaire spécial et très sévère dont la durée sera connue ultérieurement.

Quant à ses décisions antérieures concernant les pèlerins non encore arrivés à Tor et se trouvant actuellement à Djeddah et Abou-Saad, le Conseil Supérieur de Santé les maintient dans toute leur rigueur.

Constantinople, le 25 *Juin* (7 *Juillet*), 1897.

Inclosure 4 in No. 130 c.

Dr. Dickson to Sir P. Currie.

(No. 60.)

Constantinople, July 13, 1897.

Sir,

IN continuation of my Report No. 59 addressed to your Excellency on the 9th instant, I have the honour to inform you that the Board of Health was convoked on the 10th instant to receive an Imperial Iradé relating to the removal of the pilgrims remaining at Jeddah and at Yambo to the conveyance of those at Jeddah to Camaran to perform quarantine there; and after receiving pratique to their return to Turkey, without stopping at Tor or at any other quarantine station in Egypt, or even communicating with any part of the Egyptian territory.

This measure had been proposed by the Constantinople Board of Health to obviate the necessity of the pilgrims returning to Turkey having to stop and perform quarantine at Tor, where plague had broken out, and the Sultan has approved of it.

But it appears that, the measure being contrary to the Rule prescribed by the Conference of Venice, the Egyptian Sanitary Department will insist on the healthy pilgrims coming from Yambo, as well as those that have performed a quarantine at Camaran, to stop and to land at the unhealthy station of Tor, where plague has broken out, in order to perform another quarantine there, in accordance with the Resolutions of the Venice Conference, and which measure, owing to the manifestation of plague at Tor, will entail another quarantine on those pilgrims and the ships that carry them, on their arrival at a Turkish Mediterranean port.

The Rule compelling pilgrims not intending to land in Egypt to stop and perform a quarantine at Tor seems to me to be devoid of common sense, and contrary to the principle formerly laid down by Her Majesty's Government, "not to subject to quarantine in Egypt a ship bound to a foreign port and free from cholera and plague, unless the Government of the country to which the ship is bound consent to such a measure."

In the meanwhile, the outbreak of plague at Jeddah and at Tor seems to be dying out.

I have, &c.

(Signed) E. D. DICKSON.

Inclosure 5 in No. 130 c.

Teskereh of the First Secretary of the Imperial Palace, read in the Sitting of the Board of Health, June 28 (*July* 10), 1897.

SON Excellence le Premier Secrétaire du Palais Impérial par son teskéré responsif du 24 Juillet (6 Août), 1897, informe le Département Sanitaire qu'à la suite de la communication de ce Departement, soumise au pied du Trône, le Grand

Vizirat et le Ministère de la Marine viennent d'être invités, par ordre de Sa Majesté Impériale le Sultan, de faire le nécessaire pour l'envoi de bateaux destinés à transporter à leurs pays les pèlerins pauvres se trouvant à Djeddah et à Yambo; ainsi qu'à leur faire transiter le Canal de Suez sans aucune communication avec le sol Égyptien, après qu'ils seront soumis au lazaret de Camaran—où ils auront été dirigés préalablement—aux mesures quarantenaires les plus rigoureuses; ces mesures, est il dit dans l'Iradé, sont destinées à faire disparaître complètement la peste qui a éclaté à Djeddah.

Constantinople, le 28 *Juin* (10 *Juillet*), 1897.

Inclosure 6 in No. 130 c.

Telegrams from Alexandria, dated June 25 (*July* 7), 1897.

"GALATEA," 334 pèlerins pratiquera vers 19. Vapeur "Mashtari" 960 pèlerins pratiquera 24 courant.

(Signé) DUCA.

Conformément décisions Venise Règlements, Conseil prescrivant quarantaine Tor pèlerins étrangers avant transit Canal Suez. Président regrette pas pouvoir agréer proposition.

(Signé) DUCA.

Constantinople, le 28 *Juin* (10 *Juillet*), 1897.

No. 132*.

Foreign Office to India Office.

Sir, *Foreign Office, July* 21, 1897.

WITH reference to previous correspondence respecting the outbreak of bubonic plague at Jeddah, I am directed by the Marquess of Salisbury to transmit herewith, to be laid before the Secretary of State for India, copy of a despatch which has been received on the subject from Her Majesty's Consul at that place,* and I am to request you to call the attention of Lord George Hamilton to Mr. Devey's observations with regard to the indigent Indian pilgrims.

I am, &c.

(Signed) GEORGE N. CURZON.

No. 132.

Baron van Goltstein to the Marquess of Salisbury.—(Received July 20.)

M. le Marquis, *Londres, ce 19 Juillet*, 1897.

LE Gouvernement Persan tâche de nouveau d'obtenir l'admission d'un représentant de son pays dans la Commission Sanitaire d'Égypte, et s'est adressé dans ce but au Chargé d'Affaires des Pays-Bas à Téhéran.

Comme il est probable qu'une pareille demande a également été adressée aux autres Chefs de Missions étrangères en cette capitale, mon Gouvernement désirerait savoir quelle attitude le Gouvernement Britannique compte prendre en cette matière vis-à-vis de la Perse.

Veuillez, &c.
(Signé) W. VAN GOLTSTEIN.

No. 133.

Board of Trade to Foreign Office.—(Received July 24.)

Sir, *Board of Trade, July* 23, 1897.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 25th ultimo, in which you inclose a despatch from Lord Cromer on the subject of the construction of lights in the Red Sea, in which his Lordship suggests that light-vessels, instead of lighthouses, should be placed off Mocha, and off Abu Ail, at the cost of the accumulated Egyptian Light Dues Reserve Fund, and that they should be maintained by the Egyptian Government.

In reply, I am to request that you will state to the Marquess of Salisbury that the proposals made by Lord Cromer were laid, on the 13th instant, before a Conference consisting of representatives of the Shipping Companies, mentioned in the margin,* together with representatives of Lloyds, and of the Trinity House, with the following results.

A light-vessel off Mocha was considered by all to be the most pressing need, and no objections were raised to the proposed position, southward of the town, on the Mocha Shoal.

An unanimous opinion was expressed in favour of a lighthouse being erected on Abu Ail, or if the site proved unsuitable owing to difficulties of building, &c., it was considered that a lighthouse on the east point of Jibbel Zugar would offer somewhat equivalent benefits to navigation generally. If, however, it should prove impossible to overcome the difficulties attaching to the selection of a shore site, the Conference approved a position 3½ miles north-east by east of Abu Ail, and considered that a light-vessel in that position would offer a certain degree of aid to navigation, and would be, to that extent, preferable to having no light at all.

General disapproval was expressed of a light-vessel being moored off Ras Muteina, as it was thought that its proximity to the Avocet Rock rendered the position unsuitable and detrimental to safe navigation.

Lord Cromer's despatch is herewith returned.

I am, &c.
(Signed) T. H. W. PELHAM.

No. 134.

The Marquess of Salisbury to Baron van Goltstein.

Sir, *Foreign Office, July* 27, 1897.

I HAVE the honour to inform you, in reply to your note of the 16th instant, inquiring as to the attitude of Her Majesty's Government with reference to the desire of the Persian Government to be represented on the Egyptian Quarantine Board, that the matter is under consideration but that no determination has yet been arrived at.

* The British India Steam Navigation Company, the Orient Steam Navigation Company, and the Peninsular and Oriental Steam Navigation Company.

When Her Majesty's Government shall have decided on the course they intend to adopt, I shall have pleasure in communicating it to you.

I have, &c.
(Signed) SALISBURY.

No. 135.

India Office to Foreign Office.—(Received July 28.)

India Office, July 27, 1897.

Sir,

I AM directed by the Secretary of State for India in Council, to acknowledge the receipt of Mr. Curzon's letter of the 13th instant in regard to the new Plague Regulations adopted by the Egyptian Quarantine Board, and in reply to inform you that if, as is apparently the case, the Rules in question are in accordance with the condition laid down in the Venice Convention of the 19th March, 1897, which has been accepted by this office, Lord George Hamilton does not feel it necessary to make any observations on the present occasion.

I am, &c.
(Signed) A. GODLEY.

No. 136.

London Chamber of Commerce to the Marquess of Salisbury.—(Received July 28.)

Botolph House, Eastcheap, London, July 27, 1897.

My Lord,

I AM directed to inform you that the East India and China Trade Section of this Chamber at its last meeting had under consideration the question of the inadequate supply of lights in the southern portion of the Red Sea.

I inclose herewith, for your Lordship's consideration, copy of a letter received by this Chamber from the Bengal Chamber of Commerce, Calcutta, together with copy of a letter addressed by that Chamber to the Secretary of the Government of Bengal on this subject.

I am directed by the East India and China Trade Section to say that they indorse the views set forth in the communication of the Calcutta Chamber, and express the hope that this important matter will receive the careful and sympathetic attention of Her Majesty's Government, and that their influence will be exerted to obtain the desired object, and thus provide for the safety of the very large amount of British shipping which passes continually through the Suez Canal and the Red Sea.

I understand that the Board of Trade have recently taken some action in connection with this matter, and that the same is now receiving their most careful consideration with a view to a satisfactory solution of the difficulty being arrived at.

I am, &c.
(Signed) KENRIC B. MURRAY, *Secretary.*

Inclosure 1 in No. 136.

Bengal Chamber of Commerce to London Chamber of Commerce.

Calcutta, May 22, 1897.

Dear Sir,

I AM directed by the Committee of this Chamber to inclose, for your information, copy of my letter of the 19th instant addressed to the Secretary to the Government of Bengal, Marine Department, on the subject of the inadequate supply of lighthouses in the lower portion of the Red Sea.

The letter speaks for itself, and the Committee trust that your Committee will support the action now being taken in India by a strong representation to the proper authorities at home. The Red Sea, since the opening of the Canal, has become one of the most important trade routes in the world, and yet nothing has been done to diminish the risks to navigation, which are undoubtedly very great.

The principal dangers which require to be safeguarded are the three main groups of islands lying almost directly in the course of vessels, and south of these the shoal that runs

No. 136*.

Foreign Office to Colonial Office.

Foreign Office, July 28, 1897.

Sir,

WITH reference to your letter of the 11th June, 1896, I am directed by the Marquess of Salisbury to inform you that a despatch has been received from Mr. Devey, Her Majesty's Consul at Jeddah, stating that the Malay cavass temporarily appointed in June 1896 to assist Malay pilgrims has proved very useful, and given entire satisfaction. Mr. Devey consequently asks sanction for his permanent appointment.

I am accordingly to request that application may be made to the Government of the Straits Settlements to provide the necessary funds as an annual charge, if Mr. Chamberlain sees no objection to such an arrangement.

I am, &c.
(Signed) G. N. CURZON.

out for a distance of several miles from the projecting angle of the coast on which Mocha is situated.

These islands are more or less familiar to all who are accustomed to make the passage through the Red Sea, the most northerly being Jebel Tir, beyond which are the Zebayer Islands, commonly known as the Twelve Apostles, and further south still are Jebulzukur, and the precipitous rocks of Abu Ail. In any complete system of lighting each of these groups would naturally be marked, but perhaps most imperative of all is the necessity for indicating the position of Mocha, as the shoals run out for 4 or 5 miles, and the low land is practically invisible at night. A light-ship placed on these shoals would minimize one of the principal dangers of the route. The interests at stake, both with regard to the passenger and cargo traffic are now so enormous that in the opinion of the Committee the time has come to make a determined effort to provide for the safety of the numerous vessels passing up and down this sea.

There can be no doubt that under present circumstances an appreciable additional risk will be run by the mail-steamers when the provisions of the new mail contract come into operation, as this provides for a considerable increase in speed. The contract would appear to have been entered into by the British Government without consideration of the additional risk incurred by the increased speed, and this of itself would be a sufficient reason for agitating in the matter.

Yours faithfully,
(Signed) W. PARSONS, *Secretary.*

Inclosure 2 in No. 136.

Bengal Chamber of Commerce to Government of Bengal.

Calcutta, May 19, 1897.

Sir,

I AM directed by the Committee to address you with reference to the urgent necessity which has long existed for additional lighthouses in the lower portion of the Red Sea. The subject is by no means a new one, as the want has been acknowledged, and forcible attention has been drawn to it from time to time, whenever a casualty has occurred. The Committee understand that a short time ago the British Ambassador at Constantinople issued a Circular to the Representatives of the Great Powers inviting their co-operation in a joint representation to Turkey pressing for authority to construct lights in the region referred to. The Committee are without information as to whether any results of a practical nature have followed from this Circular, but they venture respectfully to submit that it is almost impossible to overrate the necessity for some speedy action being taken in the interests of the yearly increasing amount of shipping which finds its way through the Red Sea to India, China, and Australia.

The course pursued by vessels either downwards or upwards through the Red Sea is without doubt one of the most dangerous in the world, and for nearly 900 miles there are no lights whatever for the guidance of mariners. The Committee feel that it is not necessary to enter into any detail as to the manifold dangers of the passage, as these must be accurately known to the marine authorities.

2. The matter is assuming additional importance at the present time, owing to the approaching renewal of the Peninsular and Oriental Mail Contract, which provides for a considerable increase of speed, and consequently tends to increase the risk which is already run by these steamers owing to the absence of lights. The upper portion of the Red Sea, where the course pursued by vessels runs close to the Egyptian shore, is already fairly provided with lights, and the Committee are unable to realize that any substantial difficulties can possibly lie in the way of treating the southern portion of the Red Sea, with its 200 miles of shoals and islands, in a similar manner. In any case, the matter is one which appears to call for prompt and decided action on the part of the British Government, as the great majority of vessels passing through these waters carry the British flag. The Committee, therefore, direct me to request that the Government of Bengal, after giving the matter due consideration, will move the Government of India to ask the Secretary of State to take such steps as may be considered desirable with a view of establishing a complete system of lighthouses in the southern portion of the Red Sea.

I have, &c.
(Signed) W. PARSONS, *Secretary.*

No. 137.

The Marquess of Salisbury to Sir P. Currie.

(No. 59. Commercial.)

Foreign Office, July 30, 1897.

Sir,

WITH reference to my despatch No. 36. Commercial, of the 2nd April last, I transmit herewith a copy of a despatch from Her Majesty's Agent and Consul-General in Cairo, on the subject of the establishment of lights in the Red Sea.*

A copy of a letter from the Board of Trade is also inclosed containing the observations made on Lord Cromer's proposals, by a Conference of representatives of the principal shipping Companies of Lloyds and of Trinity House.†

I have referred these observations to Lord Cromer for his opinion as to the best mode of now proceeding with the matter.‡

I am, &c.

(Signed) SALISBURY.

No. 138.

The Marquess of Salisbury to Lord Cromer.

(No. 66. Commercial.)

Foreign Office, July 30, 1897.

My Lord,

WITH reference to your Lordship's despatch, No. 51, Commercial, of the 9th ultimo, I transmit herewith for your consideration, a copy of a letter from the Board of Trade§ containing the observations made by a Conference consisting of representatives of some of the principal shipping Companies of Lloyds and of Trinity House, on the proposals made by your Lordship with regard to the establishment of lights in the Red Sea.

I should be glad to receive your observations as to the best means of now proceeding with the matter.

I am, &c.

(Signed) SALISBURY.

No. 139.

Count de Salis to the Marquess of Salisbury.—(Received August 2.)

(No. 40. Commercial. Confidential.)

Cairo, July 25, 1897.

My Lord,

I COMMUNICATED to Mr. Alban and Dr. Ruffer, for their perusal, your Lordship's despatch No. 61, Commercial, of the 9th July, forwarding copy of a letter from Dr. Dickson to Sir P. Currie, respecting the measures adopted by the Constantinople Quarantine Board, in view of the reported outbreak of plague at Tor.

I have the honour to transmit to your Lordship herewith copy of a Confidential despatch from Mr. Alban, containing observations from Dr. Ruffer on the action of the Board, and a Report from Dr. Morrison on the Quarantine Station at Tor.

I have, &c.

(Signed) JOHN DE SALIS.

Inclosure 1 in No. 139.

Vice-Consul Alban to Count de Salis.

(No. 82. Confidential.)

Alexandria, July 22, 1897.

Sir,

I HAVE the honour to inclose herewith copy of some observations addressed to me by Dr. Ruffer, to whom I showed a copy of Dr. Dickson's letter to Sir P. Currie of the 30th ultimo, which I now return.

* No. 83. † No. 133. ‡ No. 138. § No. 133.

No. 138*.

Count de Salis to the Marquess of Salisbury.—(Received August 2.)

(No. 39. Commercial.)

Cairo, July 24, 1897.

My Lord,

WITH reference to Lord Cromer's telegram No. 24 of the 17th May, I have the honour to forward to your Lordship herewith copy of a note which I have received from the Egyptian Government submitting for the approbation of Her Majesty's Government a draft Decree intended to provide for the additional annual expense of £ E. 4,000 a-year, which will be incurred on putting into force the new Regulations of the Venice Conference.

The Egyptian Government proposes to pay to the Quarantine Board £ E. 4,000 a-year from the light dues on condition that the Powers agree to its exercising its right of transferring the Board to Cairo, and to its increasing its authorized expenditure by £ E. 2,000.

I have, &c.

(Signed) JOHN DE SALIS.

Inclosure 1 in No. 138*.

Boutros Pasha to Count de Salis.

(Circulaire.)

Alexandrie, le 20 *Juillet*, 1897.

M. le Comte,

LA mise en vigueur du nouveau Règlement Général Sanitaire, préparé par la Conférence de Venise entraînera, indépendamment d'une dépense extraordinaire de £ E. 4,000, à laquelle le Gouvernement de Son Altesse a pourvu par le Décret promulgué sous la date du 30 Juin, 1897, des dépenses annuelles résultant d'une augmentation du personnel et s'élevant à £ E. 4,000 par an.

La Conférence de Venise a suggéré l'idée de faire face à cette dépense au moyen d'un versement annuel au Conseil Sanitaire, par le Gouvernement Égyptien, d'une somme de £ E. 4,000 qui pourrait être prélevée sur l'excédent du Service des Phares, mais dont il y aurait lieu de déduire le produit d'une taxe nouvelle.

Je crois devoir vous faire observer, tout d'abord, que le produit de la nouvelle taxe sera très probablement inférieur à la somme prévue par la Conférence, car, ainsi qu'il est à votre connaissance, la plupart des pèlerins sont des indigents et, tous les ans, le Gouvernement Égyptien se voit dans la nécessité d'en rapatrier un très grand nombre.

D'autre part, le bétail de Syrie étant presque toujours malade, les mesures de prohibition édictées contre l'importation de ce bétail auront pour effet de diminuer

sensiblement de ce chef les recettes quarantenaires. Ce déficit absorbera une partie des ressources obtenues par la taxe dont s'agit.

Ceci exposé, et bien qu'aux termes de l'Article 6 du Décret du 25 Décembre, 1894, le Gouvernement Khédivial ait été déchargé de toute obligation quelconque en ce qui concerne les dépenses, soit ordinaires, soit extraordinaires du Conseil Quarantenaire, je m'empresse d'ajouter que le Gouvernement de Son Altesse est tout disposé à affecter au Conseil, sur les produits des droits de phares, pour les dépenses annuelles dont s'agit, une annuité de £ E. 4,000 sous les deux conditions suivantes :—

1. Transfert d'Alexandrie au Caire du siège du Conseil. Il s'agit là d'une mesure d'ordre intérieur que le Gouvernement de Son Altesse pourrait prendre de sa propre initiative. Toutefois, il désirerait avoir l'opinion du Gouvernement de Sa Majesté Britannique avant d'opérer ce transfert.

2. Pour compenser la perte de recettes résultant pour le Gouvernement de cette affectation, il y a lieu, ainsi qu'il a été fait précédemment, de majorer de £ E. 2,000 par an, la part d'excédents revenant au Gouvernement lors du réglement de compte, établi en fin d'année avec la Caisse de la Dette Publique.

Enfin, le Gouvernement de Son Altesse croit devoir stipuler à nouveau qu'il se trouve déchargé de toute obligation quelconque, en ce qui concerne les dépenses, soit ordinaires, soit extraordinaires du Conseil, et qu'aucune charge nouvelle ne pourra lui être imposée, ni pour diminution de recettes, ni pour quelque cause que ce soit.

C'est dans ces conditions que le Gouvernement a préparé le projet de Décret que j'ai l'honneur de vous adresser ci-joint en deux exemplaires.

J'ai recours à votre obligeance habituelle pour porter ce qui précède à la connaissance du Gouvernement de Sa Majesté Britannique et soumettre à sa haute approbation le dit projet de Décret.

Veuillez, &c.
(Signé) BOUTROS GHALY.

Inclosure 2 in No. 138*.

Draft Decree.

NOUS, Khédive d'Égypte,

Vu nos Décrets du 25 Décembre, 1894, et du 28 Décembre, 1896 ;

Sur la proposition de notre Ministre des Finances et l'avis conforme de notre Conseil des Ministres ;

Vu l'avis conforme de MM. les Commissaires-Directeurs de la Caisse de la Dette Publique en ce qui concerne l'Article 2 ci-après ;

Avec l'assentiment des Puissances Signataires de la Convention de Londres du 17 Mars, 1885,

Décrétons :

Article 1er. A partir de l'Exercice 1898, une somme de £ E. 4,000 sera, indépendamment de celle de £ E. 7,000 prévue à l'Article 2 de notre Décret du 28 Décembre, 1896, prélevée annuellement sur le produit des droits de phare et versée au Conseil Sanitaire, Maritime, et Quarantenaire.

Art. 2. A partir de l'Exercice 1898, lors du réglement du compte des excédents avec la Caisse de la Dette Publique, la part de ces excédents revenant au Gouvernement sera majorée d'une somme annuelle de £ E. 2,000, indépendamment de la majoration de £ E. 20,000 prévue par l'Article 7 de notre Décret précité du 25 Décembre, 1894.

Art. 3. Moyennant les prélèvements et affectations prévus tant par le présent Décret que par les Décrets ci-dessus visés, le Gouvernement est et demeure déchargé de toute obligation quelconque, en ce qui concerne les dépenses, soit ordinaires, soit extraordinaires, du Conseil Quarantenaire, sans qu'il ait jamais à assumer de charges nouvelles ni pour insuffisance des recettes quarantenaires, ni pour quelque cause que ce soit.

Il est entendu, toutefois, que les dépenses supportées jusqu'à ce jour par le Gouvernement continueront à rester à sa charge.

Art. 4. Notre Ministre des Finances est chargé de l'exécution du présent Décret.

I quite agree with Dr. Ruffer that Dr. Dickson's proposal is a breach of the Rules which we have recently adopted from the Convention drawn up by the Venice Conference of this year.

The Turkish Board wishes, on insufficient grounds, to withdraw vessels bound from certain Ottoman ports to other Ottoman ports, from the action of these Rules, and to deal with them themselves.

I do not think that the Board here would agree to the Turkish proposal.

The acceptance of it would, in the first place, be a tacit avowal of the inferiority of Tor to Camaran as a place of quarantine, and would, in the second place, open the way for tampering with the recent Convention, which would, in nine cases out of ten, be to our disadvantage.

I venture to think that our best course is to consistently support the Convention, as we have everything to lose by allowing any unnecessary departure from its provisions.

At the same time I should state that on the 3rd November, 1896, the Board allowed British transports coming from Bombay to fetch the Indian contingent from Suakin, to be admitted to free pratique at that port if they had been previously disinfected at an intermediate port (Aden). The principle involved was not decided, and the question was treated as a special case in order to avoid the delay of five or six days which would have occurred if the vessel had gone to Moses' Wells for disinfection, as required by the Regulations then in force.

If the Constantinople Board, instead of proposing a general measure as they do now, asked that certain special vessels from a certain port might be allowed to perform their quarantine at Camaran instead of Tor, giving sufficient reasons for such a request, it is possible that the Board might, as in the instance referred to above, grant it as a special case, though they must first be satisfied that the quarantine station at Camaran offers sufficient guarantees that the disinfection and quarantine there are carried out in an efficient manner.

With regard to the cases of plague at Tor, some of them were evidently not plague at all, as has been shown by careful bacteriological examination by experts. The other cases were doubtful. All of them occurred on board ship before arriving at Tor, and were immediately on landing isolated in hospital. No cases actually occurred in the camp.

There is absolutely no ground for the want of confidence in Tor which Dr. Dickson says prevails at the Constantinople Board. Dr. Morrison, who recently visited the camp, is of opinion, as will be seen from his inclosed Report, that the arrangements there are excellent, and thoroughly efficient, and his opinion was fully indorsed by Professor Gaffky and other eminent foreign Medical Delegates who visited the camp during the present pilgrimage.

Whatever faults there may be in the quarantine service, the quarantine station at Tor is in a very satisfactory condition, and if Camaran can challenge comparison with it, the latter station must have been wonderfully improved at a very recent date.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 2 in No. 139.

Dr. Ruffer to Vice-Consul Alban.

(Confidential.)

Sir, *Alexandria, July* 21, 1897.

I BEG to return herewith the copy of Dr. Dickson's letter to Sir Philip Currie which you kindly sent me.

The proposal made by Dr. Dickson, namely, to send the Turkish pilgrims to Camaran in lieu of Tor, is clearly entirely opposed to the spirit and to the text of the Convention of Venice.

Should the Egyptian Government instruct their Delegates to support this proposal or ask my advice, I shall feel bound to point out that we have no guarantee whatever of the efficacy of the quarantine or disinfection at Camaran, and that, from private information derived from various sources, I have reason to believe that nothing serious has ever been done or is being done at Camaran.

I need hardly point out to you, Sir, that my instructions, which I received both from the Egyptian Government and Lord Cromer, were to the effect that I was to see that the

prescriptions of the Convention should be strictly carried out, whereas Dr. Dickson's proposal, if accepted, would be a breach of this Convention.

I am, &c.

(Signed) M. ARMAND RUFFER.

Inclosure 3 in No. 139.

Dr. Morrison to Vice-Consul Alban.

Alexandria, July 21, 1897.

Sir,

I HAVE had the honour to read the inclosed letter of Dr. Dickson to Sir P. Currie.

As I returned a week ago from an inspection of Tor, I think it may be of interest to you if I relate my impressions of the camp and of the efficacy of the quarantine there performed.

I had the honour of being accompanied by Professor Gaffky, a distinguished German savant just retured from a mission to Bombay, during which he studied the plague for several months. A Russian Delegate also formed one of the party.

On the morning of our arrival at Tor we three made a long and careful inquiry into the so-called outbreak of plague there, and commenced a minute inspection of the camp, the hospital, and the sick.

Nothing could be more suitable for a quarantine station than the immense plain of Tor; with the most ordinary precautions it would be impossible for an epidemic-like plague to spread in such a locality.

Briefly, the arrangements are these:—

Every vessel on arrival at Tor discharges the pilgrims in batches at the disinfecting station. All their property is thoroughly disinfected in apparatus that we found in perfect working order. The pilgrims are then sent on to the section of the camp set apart for each separate vessel.

Those disembarked sick or found ill by the Medical Officer superintending the landing of the pilgrims are sent on by railway to hospital.

Every section (*i.e.*, the passengers from one ship) has a European doctor in charge. He has the names of all the pilgrims in each tent, and visits and examines them daily.

There are two European surveillants for each section (one for day and one for night), as well as day and night guardians. These sections are separated at considerable distances, and soldiers guard the interspaces to prevent communication between the sections. This work is facilitated at night by large lamps.

The hospital is a long way off, and is divided into four separate sections. The first division is for ordinary diseases. The second is for diseases of the stomach and bowels; among these cases cholera might occur. The third is for all serious or suspicious cases, such as pernicious fever or anything simulating plague. The fourth division is for cases of plague.

To each of the four divisions is attached a medical officer, and as superintendent of the whole hospital there is a European doctor, a permanent employé of the Quarantine Board, who visits the entire hospital twice daily.

We were all much struck with the care bestowed upon diagnosis and treatment. In fact, taking the circumstances into consideration, we believed that nothing could be more satisfactory.

Professor Gaffky, Professor of Hygienic in the University of Giessen, repeatedly expressed himself to me as pleased and astonished at the very satisfactory and complete equipment of the whole camp.

On the 28th June the steamer "Chibin" landed 770 pilgrims. The doctor of the vessel declared two cases of plague, which were straightway sent to the plague division (No. 4) of the hospital.

We saw those two cases; it is extremely doubtful if they were both cases of plague; indeed, after a few days the doctor of the camp (Dr. Zacchariadis) informed us that they had come to the conclusion that one of the cases was a case of uræmia. It is possible, perhaps probable, that the other case was a real case of plague. When we saw the man he was convalescent, indeed, quite well.

Be this as it may, there were no more cases of plague at Tor, and this single case was sent to the camp hospital straight from the "Chibin." It is therefore altogether wrong to talk of an outbreak of plague in the lazaret of Tor. There were some subsequent suspicious

cases in other sections declared by the bacteriologist, but the bacilli found, he admitted, only resembled plague bacilli; there were no clinical symptoms of plague, and Professor Gaffky, who had large recent experience, saw several of the "cas suspects," and was satisfied that they were not cases of plague. By further bacteriological research it is proved that beyond the possible case from the "Chibin" there have been no more.

My special object, however, in writing this is to state my complete approval and admiration of the arrangement at Tor, and to commend it to the confidence of all who have not seen it.

Camaran I have not seen, and though it enjoys an unenviable reputation, I shall not condemn it on mere hearsay; but Tor I have seen, and I am persuaded that it presents as perfect a guarantee against plague as any quarantine station possibly could.

I have, &c.

(Signed) ARTHUR MORRISON, *M.D.*

No. 140.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received August 3.)

(No. 77. Commercial.)

My Lord, *Alexandria, July* 20, 1897.

I HAVE the honour to forward herewith a copy of a Report by Dr. Morrison on the meeting of the Quarantine Board held on the 6th instant, at which the resignation of Sir James Mackie and the appointment of myself and Dr. Morrison in his stead were officially announced. Dr. Morrison, as Acting Swedish Delegate, will, for the present, continue to have a vote.

The British steam-ship "Southend," to which Dr. Morrison refers, had stayed a short time at Jeddah discharging her cargo, but, according to her bill of health, had not communicated. On her arrival at Suakin she was ordered to leave the harbour without any examination of her bill of health, and soldiers posted at the entrance of the harbour levelled their rifles ar her when she was at a point where it would have been dangerous for her to turn round. Owing to the infrequency of communication with Suakin no reply has yet been received from the Sanitary authorities.

As regards the coaling at night at Port Saïd of vessels in quarantine, I should state that this is now allowed in the case of all ships provided with electric light, and, as soon as arrangements can be made, this permission will be extended to all vessels.

With regard to the case of the "Candia" (see Sir C. Cookson's despatch No. 68, Commercial, of the 25th ultimo), it has been decided in principle that vessels which have left an infected port more than ten days ago are to be admitted at once to free pratique without disinfection.

Dr. Morrison's remarks about the voting for the two Medical Officers at Suez are of interest in connection with the proposal recently made to Lord Cromer by the German Agent and Consul-General in Cairo on this subject.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure in No. 140.

Dr. Morrison to Acting Consul-General Alban.

Sir, *Alexandria, July* 18, 1897.

I HAVE the honour to send herewith a detailed account of the monthly meeting of the Quarantine Board, held on the 6th July.

It was announced that Dr. Mackie had retired from the 1st July from the Board and that Mr. Alban had been appointed his successor; also that Dr. Morrison had been named "Médecin Sanitaire d'Angleterre," with a right to vote on the Board in Mr. Alban's absence. A letter was read also from the Acting Consul-General for Sweden and Norway, announcing that until the appointment of a successor Dr. Morrison would act and vote as Delegate for that kingdom.

It appeared from statistics supplied that the mortality from plague at Jeddah from the 7th June to the 4th July had been fifty-nine. Further, that at Tor there had been eight cases and of those eight three cases had been diagnosed clinically, and

that as regards the remaining five cases the diagnosis rested on bacteriological examination only. The President stated that in regard to the bacteriologically supported cases he had grave doubts, believing that the bacteriologist was at least too rapid and dogmatic in his methods and results. The President further stated that it was his intention to go to Tor to investigate the matter personally.

I was very anxious to go also to Tor to see the camp and investigate the cases of plague, and the Board exempted us from quarantine measures on our return.

The Board was informed that thirty-four boxes of butter from Jeddah had been landed by the steamer "Rahmanieh." It was proposed to destroy these. Butter it is impossible to disinfect, and though its possible contamination by plague is doubtful, still I considered it useless to object to the destruction of such a small quantity, and voted with the majority. Nobody opposed the destruction, but six Delegates, including the English, abstained from voting.

The Case of the "Southend."

Extracts were read from a letter addressed to Lord Cromer by Messrs. Beyts and Co., on the treatment of the steamer "Southend" at Suakin. The British Delegate asked for a strict inquiry into the statements made in the letter read, and asked for a categorical answer to the following questions:—

(*a.*) Why was the "Southend" repulsed at Suakin?

(*b.*) Was her bill of health looked at?

(*c.*) Were orders given to fire upon her?

The Director of Quarantine at Suakim had no right, without examining the bill of health, to refuse pratique to the "Southend."

If the facts were what was stated in Messrs. Beyts' letter, then the conduct of the quarantine officials was absolutely unjustifiable. The British Delegate ended by requesting the President to communicate the result of the inquiry to the Board, in order that, if necessary, severe measures might be taken.

The President said that the "Southend" was refused pratique at Suez on the strength of being repulsed from Suakim, but that the "Commission Permanente" of the Board at once gave her free pratique.

The President said that he had at once written to Suakin for explanations, telling the quarantine officials there to adhere strictly to the Règlement. He assured the British Delegate of his desire to get completely at the bottom of this matter, and asked the latter to rest until the reply from Suakin came.

The next subject discussed was a request by the Khedivieh Company that their steamers be allowed to disembark passengers and goods in quarantine at Jeddah.

The Company desired to know if having done so the ships would get free pratique at Suakin and Suez.

The "Commission Permanente" had already decided to allow those vessels to disembark in the outer harbour of Jeddah (in quarantine) passengers with their baggage only—not cargo. At the same time, the Company was invited to state what guarantees they could give for discharge of cargo in strict quarantine. The Company replied that they proposed the following formalities:—

1. That the discharge should be carried out under the observation of the Turkish Sanitary authorities at Jeddah.

2. That every lighter or boat for cargo should be accompanied by a Sanitary guardian to watch the work.

3. That before sailing a certificate should be necessary from the Sanitary authorities that the discharge of passengers and cargo had been in strict quarantine.

After discussion the following points were decided:—

(*a.*) That the privilege asked for by the Khedivieh Company be extended to all other Companies.

(*b.*) That the disembarkation take place in the external port only.

(*c.*) That the vessels be allowed to stay for only twenty-four hours in harbour.

(*d.*) That the bill of health bear an annotation that all the disembarkment was carried out in quarantine, without any communication with the inner port or with the town of Jeddah.

This question was not touched as far as its principle is concerned. There might be ports where its application might become dangerous, as for example, if the port were close in and contaminated by the sewage of the town.

Caravans at Tor.

A letter was read from the Minister of the Interior calling attention to a letter received from the Governor of Suez. This communication mentioned difficulties that would be experienced when the caravan was sent from Nakhl to Tor in supplying the camels with food. Considerable discussion arose on this point. It was admitted that the pasturage at Tor was very distant from the camping ground, and that to send hungry camels to Tor and keep them there hungry might involve risks of revolt on the part of their owners. At the same time it might be dangerous to send them to Aboo-Zelima (the second quarantine station for pilgrims), as there was no means there of disinfection. In the end it was settled that, if necessary, the animals must have fodder sent them to Tor.

Moses' Wells Station.

The contractors, Messrs. Quetin et Charvaut, ask for the return of their deposit money of £ E. 1,000, less a sum of 6,000 fr. which they have agreed to pay for certain repairs necessary. The President announced that, after taking legal opinion on the matter, he believed it best to return the money to the contractors, that is, to give them £ E. 700, and retain £ E. 300 as guarantee for the stipulated repairs. The President mentioned that the drainage at Moses' Wells was specially defective, and that Price Bey and Mr. Clifton had submitted a plan of repairs, which had been accepted by the "Commission des Améliorations," the Commission having left the Ministry of Public Works to decide what part of the expenses should be borne by the Board, and what share by the contractors.

Quarantine Parks.

The Board had before it a proposal to construct these in "beton armé" at a total cost of £ E. 5,500. It was believed at one time that they would cost £ E. 12,000, but contractors had offered to do the whole for the reduced sum. This year £ E. 4,000 had been set aside to construct a third of the whole, but if the entire parks can be constructed for £ E. 1,500 extra, it seems advisable to adopt the scheme. The President was authorized to treat with the Public Works on this matter.

Quarantine Parks at Port Saïd.

Land was given some time ago by the Government to construct a park at Port Saïd, but the Board have not sufficient funds. The dealers at Port Saïd, since the prohibition of Syrian sheep, are anxious to import sheep from Cyprus, and are willing to construct at their own cost provisional shelters for the sheep. Their proposal was submitted to the Committee of Finance, who were willing to accept the proposal of the dealers, the latter to receive 2 paras for each sheep out of 10 paras charged by the quarantine authorities. The President recommended the Board to accept the decision, which was done.

Affair of the "Candia."

The President informed the Board that the Règlement was quite sufficient to deal with this and similar cases. The 1st Article of this Règlement says: "Les navires reconnus indemnes, après visite médicale, auront la libre pratique immédiate, quelle que soit la nature de leur patente. Le seul régime que peut prescrire à leur sujet l'autorité du port d'arrivée, consiste dans les mesures applicables aux navires suspects (visite médicale, désinfection du linge sale, évacuation de l'eau de cale et substitution d'une bonne eau potable à celle qui est emmagasinée à bord)."

Coaling at Port Saïd.

In accordance with the new plague Règlement, vessels going through the Canal in quarantine are allowed to coal at Port Saïd. The Canal Company offer as

the best position the buoys nearest the sea and furthest from the harbour on the Asiatic side. The Board accepted this. The Finance Committee was asked to inquire as to the best means for using electric light for night coaling, to see if the ordinary light for transit of the Canal was best, or whether the Board might purchase special lights for the purpose.

Appointment of Doctors at Suez.

There now took place the voting for two doctors to replace Dr. Attfield and Dr. Gauthier, who have resigned. The Commission appointed to study the claims of the twenty-eight candidates chose the following four: Lochelongue (French), Hodgson (English), Kompner (German), and Beach (English).

The Italian Delegate made some observations about two Italian doctors who presented all the necessary qualifications, and yet their names were not on the list. The obvious reply of the President was that among the twenty-eight there were several good men whose qualifications entitled them to the choice of the Board; the Board might vote for any one of the twenty-eight, the certificates of all being at the disposition of the members. At the same time the Commission had put down the four whom they considered the best on the whole.

The English Delegate recommended Dr. Hodgson.

As the result of ballot voting, there were 13 votes for Dr. Lochelongue, 13 for Dr. Hodgson, and 2 for Dr. Kompner. The first two were accordingly declared elected.

With regard to the voting, I wish to remark that eleven members voted for Lochelongue and Hodgson, and that two members voted as follows:—

1. Hodgson and Kompner.
2. Lochelongue and Kompner.

Now the paper for Hodgson and Kompner was written by the Belgian Delegate, who sits beside me on the Board, and who showed me his voting paper.

The second paper (for Lochelongue and Kompner) was doubtless handed in by the German Delegate.

I have, &c.
(Signed) ARTHUR MORRISON, *M.D.*

No. 141.

*Foreign Office to London Chamber of Commerce.**

Foreign Office, August 4, 1897.

Sir,

IN reply to your letter of the 27th ultimo, with regard to the inadequate supply of lights in the southern portion of the Red Sea, I am directed by the Marquess of Salisbury to state to you, for the information of the London Chamber of Commerce, that the matter has been receiving the most careful attention of Her Majesty's Government.

Funds have already been accumulated by the Egyptian Government for the construction of new lights in the Red Sea.

It has not as yet been found possible to come to any arrangement for the erection of these lights, which would be situated on Ottoman territory, on the eastern side of the Red Sea, and the question of employing light-ships is being considered, one of which would be stationed on the Mocha Shoal.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 142.

Consul Devey to the Marquess of Salisbury.†—(Received August 5.)

(No. 8. Commercial.)

Jeddah, June 21, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a despatch No. 60, addressed yesterday to Her Majesty's Ambassador at Constantinople, bearing upon the plague

* Copy to Cairo, August 4, 1897.

† Sent to India Office, August 9, 1897.

No. 140*.

Sir P. Currie to the Marquess of Salisbury.—(Received August* 3.)

(No. 64. Commercial.)

Constantinople, July 26, 1897.

My Lord,

I HAVE the honour to forward to your Lordship herewith copy of despatch which I have received from Dr. Dickson respecting the proposal of the Persian Government to have the Persian Gulf Lazaret established at Jask.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure 1 in No. 140*.

Dr. Dickson to Sir P. Currie.

(No. 63.)

Constantinople, July 22, 1897.

Sir,

I HAVE the honour to transmit herewith to your Excellency a statement made to the Board of Health on the 13th instant by Dr. Panayoti Bey, the Persian Delegate on the Board, with regard to the choice of the site for the lazaret station at the entrance of the Persian Gulf, and for which, he said, the Persian Government proposed the Island of Jask, outside that gulf.

As Panayoti Bey spoke in a low inaudible voice, I did not then understand what he was saying, but after receiving the polygraphed copy of his statement, I took the opportunity of observing to him, at the sitting of the Board held on the 20th instant, that it would have been desirable, before mentioning where the lazaret at the entrance of the Persian Gulf was to be placed, to have informed the Board whether the Persian Government had adhered to the Sanitary Convention of Venice or not. Panayoti Bey replied that the Persian Government had accepted it. Midhat Effendi then added that the Porte had referred that Convention to the Administration Sanitaire, who were studying the question in order to give a reply to the Porte. I observed to him that, up to that moment, no communication had been made by the Porte to the Board of Health on this subject. He replied that the Porte was in communication with the Turkish members of the Board of Health, and that when they will have arrived at a solution of the question, it will then be communicated to the Board of Health.

I here take the liberty of calling your Excellency's attention to two questions:—

1. The idea which seems to prevail amongst the members of the Constantinople Board of Health that a permanent lazaret is to be created at the entrance of the Persian Gulf upon Persian territory, but which will be built and administered by the Constantinople Board of Health with the fees levied on shipping in the Mediterranean and Black Sea, and this for the purpose of applying a quarantine at all times on arrivals from India bound to the Persian Gulf. I believe that no good to the public health of Persia, Arabia, and Mesopotamia will be derived from this arrangement, whilst injury must be expected from it to the British traffic existing between India and the Persian Gulf.

2. The efforts which are continually being made by Dr. Cozzonis and Midhat Effendi to assume on themselves the entire direction of the Health Department, and to set aside as much as possible the prerogatives of the Board of Health, conferred on it by the Porte when the Health Department was created. Yet the European Governments are apparently led to believe that all sanitary measures emanate from and are governed by an intelligent and well-informed body, styled the Constantinople General Board of Health, and that all sanitary taxes are honestly levied and all sanitary expenses honestly disbursed under the control of this autonomous body. The intention was evidently to carry this out; but the result has not fulfilled the intention, and it would be desirable, I think, to arrest the evil before it becomes firmly rooted.

I have, &c.
(Signed) E. D. DICKSON.

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* Copy to India Office, August 7, 1897.

Inclosure 2 in No. 140*.

Communication made to the Board of Health by the Persian Delegate, July 1 (13), 1897.

A LA suite de la décision de la dernière Conférence de Venise pour la construction d'un lazaret aux frais de la Caisse Sanitaire de Constantinople, dans le Golfe Persique et sur une des îles appartenant au Gouvernement Persan, la Sublime Porte, par l'entremise de son Ambassade à Téhéran, a fait les démarches préliminaires pour une entente à cet effet.

Le Gouvernement de Sa Majesté le Schah ayant accueilli favorablement cette décision, et après examen sur les lieux par une Commission composée de médecins Persans et Européens, assistés d'ingénieurs et d'employés du Gouvernement de Farz, a trouvé que parmi tous ces îlots dispersés dans le Golfe Persique, l'île de Jask réunit les meilleures conditions par rapport au mouillage, à l'eau potable et à la facilité de l'accès des navires dont le plus grand nombre—des navires Anglais—suivent cette route avant d'accoster aux différents ports Persans ou Ottomans situés dans le Golfe Persique. En outre, Jask est doté d'un télégraphe, construit par le Gouvernement Anglais et dont pourrait profiter l'institution sanitaire projetée.

Dans cette communication, adressée à l'Ambassade par son Excellence Muchir Dovlé, Ministre des Affaires Étrangères à Téhéran, on recommande tout particulièrement la poursuite de la réalisation de cette décision de la Conférence, touchant la construction du lazaret en question. Il y est spécialement annoté que non seulement dans les temps actuels d'épreuve par la peste, que nous traversons, mais qu'en temps ordinaire aussi où il y a le choléra presque en permanence aux Indes, la construction de ce lazaret à l'entrée du Golfe Persique s'impose et devient une nécessité impérieuse pour préserver la Perse et la Turquie et médiatement toute l'Europe, des épidémies rayonnantes.

Constantinople, le 7 (19) *Juillet*, 1897.

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existing here, and having reference to quarantine measures, the removal of poor pilgrims to the lazarets, a slight disturbance in Mecca, and the growing annoyance at the interrupted communications between this town and Mecca.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

Inclosure in No. 142.

Consul Devey to Sir P. Currie.

(No. 60.)

Sir, *Jeddah, June* 20, 1897.

I HAVE the honour to acknowledge receipt of telegraphic information dated yesterday as to the course which the Board of Health propose to adopt, at the instigation of the British Delegate, on many important points in view of the existence of plague here.

I am further glad to report that since last evening about 1,000 poor pilgrims of various nationalities have been quietly conveyed under gentle pressure and without any use of force to the island lazarets of Abu Saad and Wasta, where the Board of Health will provide for them for one month.

The prospect of food and shelter gratis, combined with the hope that the time they spend here in the lazaret will be taken into account in quarantining elsewhere the ships, that later on will convey them home, has apparently fully satisfied their aspirations.

The chief difficulties which will now present themselves are the repugnance of the townspeople to medical visits, and to going into hospital when affected; and the very serious crux of allaying irritation which is daily increasing at the stoppage of communication with Mecca. This vexation is far more severely felt at Mecca and by the Bedouins than even here; prices of foodstuffs, I am told, are rising fast, perhaps already are some 30 per cent. above the average, for there are no provision magazines in the Holy City, which depends entirely on daily intercourse with Jeddah. No merchant has yet forwarded any consignment of goods to Rabuc to be landed without communication (*vide* my despatch No. 52), and would not do so. It is now proposed that goods shall be forwarded from Jeddah to Bahra, near Hadda, the half-way station to Mecca, which is but a miserable village exposed on all sides and liable to Bedouin raids. There is a strong current of feeling that this half-measure is quite useless, and that the Government might just as well reopen free communication between the two cities, especially as, as mentioned in the postscript to my despatch No. 52 of the 14th June, the impossibility of checking Bedouins of this district coming into and leaving the city becomes every day more evident.

According to what is reported from Mecca, there was a little commotion there three or four days ago, when it would appear that Government doctors, charged no doubt to be extraordinarily careful in attention to the mortality, were claiming a fee of 2 dollars for inspection; an angry crowd appealed thereupon to the Kaïmakam, through the Grand Shereef, who forwarded the complaint to the Vali at Tayif, and the parties complained against were reprimanded or punished.

This story may, of course, be but a warning that the people of Mecca, similarly to Jeddah residents, are not yet likely to submit tamely to medical inspection even of corpses. It may be founded on truth and fairly accurate, or it may be almost entirely pure calumny, and merely show that the people seize the first occasion to make a noisy fictitious demonstration against sanitary measures. I have not yet information.

I have, &c.

(Signed) GEORGE POLLARD DEVEY.

No. 143.

India Office to Foreign Office.—(Received August 6.)

Sir, *India Office, August* 5, 1897.

I AM directed by the Secretary of State for India to forward copy of a letter from the Government of India, with inclosures, concerning the urgent necessity for additional lighthouses in the Red Sea.

Sir Henry Anderson's letter, dated the 6th April, 1896, stated that Lord Cromer had procured funds for three or four new lighthouses in the Red Sea; but that arrangements had to be made with the Turkish Government and with the Red Sea concessionnaire, M. Collas. Lord George Hamilton directs me to inquire whether the project for erecting these four additional lights has made any further progress since April 1896; and whether Her Majesty's Government see their way to pressing the matter on the Egyptian and Turkish Governments.

I am, &c.
(Signed) A. GODLEY.

Inclosure 1 in No. 143.

The Government of India to Lord G. Hamilton.

Simla, June 29, 1897.

My Lord,

IN continuation of our despatch dated the 26th February, 1896, we have the honour to forward copy of a letter from the Government of Bengal dated the 27th May, 1897, and inclosure, bringing to notice the urgent necessity for additional lighthouses in the lower portion of the Red Sea.

2. We trust that the matter will continue to be pressed on the consideration of the authorities concerned.

We have, &c.
(Signed) ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

Inclosure 2 in No. 143.

The Government of Bengal to the Government of India.

May 27, 1897.

I AM directed to submit herewith the accompanying letter dated the 19th May, 1897, from the Secretary, Bengal Chamber of Commerce, bringing to notice the urgent necessity of additional lighthouses in the lower portion of the Red Sea, and to state that his Honour strongly recommends that some action should be taken in the matter.

Inclosure 3 in No. 143.

Bengal Chamber of Commerce to the Government of Bengal.

May 19, 1897.

I AM directed by the Committee to address you with reference to the urgent necessity which has long existed, for additional lighthouses in the lower portion of the Red Sea. The subject is by no means a new one, as the want has been long acknowledged and forcible attention has been drawn to it, from time to time, whenever a casualty has occurred.

The Committee understand that, a short time ago, the British Ambassador at Constantinople issued a Circular to the Representatives of the Great Powers inviting their co-operation in a joint representation to Turkey, pressing for authority to construct lights in the region referred to.

The Committee are without information as to whether any results of a practical nature have followed from this Circular, but they venture, respectfully, to submit that it is almost impossible to overrate the necessity for some speedy action being taken in the interests of the yearly increasing amount of shipping which finds its way through the Red Sea to India, China, and Australia.

The course pursued by vessels, either downwards or upwards, through the Red Sea is, without doubt, one of the most dangerous in the world, and for nearly 900 miles there are no lights whatever for the guidance of mariners.

The Committee feel that it is not necessary to enter into any detail as to the manifold dangers of the passage, as these must be accurately known to the Marine authorities.

2. The matter is assuming additional importance at the present time owing to the approaching renewal of Peninsular and Oriental Mail Contract, which provides for a considerable increase of speed, and consequently leads to increase the risk which is already run by these steamers owing to the absence of lights. The upper portion of the Red Sea, where the course pursued by vessels runs close to the Egyptian shore, is already fairly well provided with lights, and the Committee are unable to realize that any substantial difficulties can possibly lie in the way of treating the southern portion of the Red Sea with its 200 miles of shoals and islands in a similar manner. In any case, the matter is one which appears to call for prompt and decided action on the part of the British Government, as a great majority of vessels passing through these waters carry the British flag. The Committee, therefore, direct me to request that the Government of Bengal, after giving the matter due consideration, will move the Government of India to ask the Secretary of State to take such steps, as may be considered desirable, with a view of establishing a complete system of lighthouses in the southern portion of the Red Sea.

No. 144.

India Office to Foreign Office.—(Received August 6.)

Sir,

India Office, August 5, 1897.

WITH reference to previous correspondence, terminating with Mr. Curzon's letter of the 21st July last, I am directed by the Secretary of State for India in Council to forward copy of a telegram from the Viceroy of India, dated the 19th July, respecting the removal of indigent pilgrims from Jeddah.

In view of the period which has elapsed since the Hadjis in question reached that port on their return from Mecca and to the circumstances that Her Majesty's Ambassador at Constantinople has for some time been exerting himself to secure them passages to India, Lord George Hamilton is disposed to concur in the opinion expressed in this telegram that no action is under present circumstances necessary on the part of the Government of India.

On learning from the Foreign Office that Lord Salisbury acquiesces in this view, instructions will be sent in that sense to the Government in question.

I am, &c.
(Signed) A. GODLEY.

Inclosure in No. 144.

The Government of India to Lord G. Hamilton.

(Telegraphic.) *July* 19, 1897.

YOUR telegram of the 23rd June.

Removal of indigent pilgrims from Jeddah. British Consul at Jeddah telegraphed on the 15th July plague considered practically extinct—one death, no case, in eleven days. There can be [*] dispatch indigent pilgrims, it will be necessary to charter steamer at 19,000 rupees, and cost of procuring passages when rates cheaper would not be less than 12,000 rupees. Under present circumstances, it seems to us unnecessary to incur expenditure in removing indigent pilgrims.

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* *Sic.* Code word "nugatori."

No. 145.

Colonial Office to Foreign Office.—(Received August 10.)

Sir, *Downing Street, August* 9, 1897.

I AM directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter of the 13th ultimo, forwarding, for any observations he might wish to make, a copy of a despatch from Her Majesty's Acting Consul-General at Alexandria, inclosing the Plague Rules adopted *ad referendum* by the Quarantine Board, and I am to state that Mr. Chamberlain has no observations to offer in regard to these Rules.

I am, &c.
(Signed) JOHN BRAMSTON.

No. 146.

*The Marquess of Salisbury to Sir P. Currie.**

(No. 61. Commercial.)
Sir, *Foreign Office, August* 11, 1897.

I COMMUNICATED to Her Majesty's Chargé d'Affaires at Cairo your Excellency's despatch No. 54, Commercial, of the 1st ultimo, with regard to the measures adopted by the Constantinople Quarantine Board in view of the reported outbreak of the plague at Tor, and I now transmit to your Excellency copy of a despatch which I have received from Count de Salis in reply,† forwarding a Confidential despatch from Her Majesty's Acting Consul-General at Alexandria, which contains Dr. Ruffer's observations on the action of the Board, and a report from Dr. Morrison on the quarantine station at Tor.

It is, in my opinion, very desirable that there should be no departure from the Rules laid down by the Venice Convention.

I am, &c.
(Signed) SALISBURY.

No. 147.

Foreign Office to India Office.

Sir, *Foreign Office, August* 12, 1897.

IN reply to your letter of the 5th instant, inclosing copy of a despatch from the Government of India with regard to the necessity for additional lights in the Red Sea, and inquiring what progress has been made with regard to the scheme for erecting three or four additional lights, I am directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Secretary of State for India, copies of correspondence, as marked in the margin,‡ which shows the present position of the matter.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 148.

Foreign Office to India Office.

Sir, *Foreign Office, August* 13, 1897.

IN reply to your letter of the 5th instant inclosing copy of a telegram from the Viceroy of India respecting the removal of indigent pilgrims from Jeddah, I am directed by the Marquess of Salisbury to state, for the information of the Secretary of State for India, that the latest reports with regard to the plague at Jeddah in the possession of this Department were for the last half of June, and were to the effect that the disease was stationary.

With regard to the Indian pilgrims still remaining at Jeddah, I am to refer you to my letter of the 9th instant inclosing a report on the subject from Her Majesty's Consul, and I am to request you to inform Lord George Hamilton that Lord Salisbury is of opinion that the question of the repatriation of these indigent Indian subjects should be left to the Government of India to decide.

I am, &c.
(Signed) F. H. VILLIERS.

* Copy to Cairo, August 11, 1897. † No. 139. ‡ Nos. 38, 78, and 133.

No. 149.

Colonial Office to Foreign Office.—(Received August 23.)

Sir, *Downing Street, August* 21, 1897.

WITH reference to the letter from this Department of the 28th May last, I am directed by the Secretary of State for the Colonies to request you to lay before the Marquess of Salisbury the inclosed copy of a telegram from the Governor of the Straits Settlements, and to inquire whether the Netherland Government have ratified, or expressed their intention to ratify, the Venice Sanitary Convention.

I am, &c.
(Signed) JOHN BRAMSTON.

Inclosure in No. 149.

Governor Sir C. Mitchell to Mr. Chamberlain.

(Telegraphic.) *August* 20, 1897.

REFERRING to your despatch of the 28th May last, has Netherlands ratified Venice Convention? Difficulty obtaining assent unofficial Members of Legislative Council to Bill unless she does, as important branch trade may be ruined.

No. 150.

The Marquess of Salisbury to Count de Salis.

(No. 72. Commercial.)
Sir, *Foreign Office, August* 26, 1897.

WITH reference to your despatch No. 39, Commercial, of the 24th July, I have to request you to convey to the Egyptian Government the approval of Her Majesty's Government of the draft Decree intended to provide for the additional annual expense of £ E. 4,000 which will be incurred on putting into force the new Regulations of the Venice Conference.

You should add that there is no objection to the transfer of the Quarantine Board to Cairo.

Attention should, however, be drawn to the fact that the Decree as at present worded seems to order the payment of the new £ E. 4,000 whether the Board requires it or not, and it must be for the Egyptian Government to decide whether or not the Decree should be modified to meet occasions when a lesser sum would cover the expense of the Board and keep the reserve fund at the normal amount.

I am, &c.
(Signed) SALISBURY.

No. 151.

India Office to Foreign Office.—(Received August 27.)

India Office, August 26, 1897.

Sir,

WITH reference to Mr. Villiers' letter of the 13th instant, I am directed by the Secretary of State for India in Council to inform you that Lord George Hamilton concurs in the suggestion made therein that the question of the repatriation of Indian pilgrims at Jeddah should be left in the hands of the Government of India, and has instructed the Viceroy by telegraph in that sense.

I am, &c.
(Signed) HORACE WALPOLE.

No. 152.

India Office to Foreign Office.—(Received August 27.)

India Office, August 26, 1897.

Sir,

I AM directed by the Secretary of State for India to forward for the information of the Marquess of Salisbury copy of a letter from the Government of India concerning the experiences and treatment of Indian pilgrims during the pilgrimage to the Hedjaz in 1896.

It will be observed that, during the season ending June 1896, the pilgrims appear to have had little complaint to make, except as regards the scanty and brackish water supply at Camaran. In the latter part of the year, however, outrages occurred which formed the subject of Sir A. Godley's letter of the 2nd March, last.

I am, &c.
(Signed) HORACE WALPOLE.

Inclosure 1 in No. 152.

The Government of India to Lord G. Hamilton.

Calcutta, February 17, 1897.

My Lord

IN continuation of our despatch dated the 18th December, 1895, we have the honour to forward, for your Lordship's information, copies of the replies received from the Local Governments who were asked to report whether Mahommedan pilgrims returning from the Hadj of 1896 made any complaints as to there treatment by the Turkish authorities and Sheikhs at Mecca and Jeddah.

2. The reports received are, on the whole, again satisfactory, and the pilgrims do not appear to have suffered ill-treatment or to have been subjected to any considerable extortion.

3. The diary of the pilgrim Mir Aftab Ali, who was lately head clerk in the office of the Superintendent of Port Blair, which forms an inclosure of the letter from the Government of Bengal, deserves special notice. The diary unfortunately is unfinished, but so far as it goes it gives an interesting and apparently unbiased account of the experiences of an intelligent pilgrim. Mir Aftab Ali, who, in the opening paragraphs of his diary, complains that he was compelled to resign his post in order to undertake the pilgrimage, has memorialized the Government of India against the loss of his appointment. The Governor General in Council has considered the case, but has been unable to interfere on behalf of the memorialist.

4. We also forward, for your Lordship's information, a copy of a letter dated the 8th February, 1896, and inclosures, received from the Chief Secretary to the Government of Madras, forwarding further statements made by pilgrims who visited Mecca in the Hadj of 1895. The first statement contains a complaint of extortion.

5. We have asked the Governments of Madras, Bombay, and Bengal to send further reports after the next Hadj.

We have, &c.
(Signed) ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

Inclosure 2 in No. 152.

The Government of India to the Governments of Madras, Bombay, and Bengal.

Calcutta, January 6, 1896.

WITH reference to the correspondence ending with your letter(s) marginally noted,* I am directed to request that, with the permission of his Excellency the Governor in Council (his honour the Lieutenant-Governor), the Government of India may be informed on the conclusion of the ensuing Hadj whether any, and if so what, complaints have been lodged by returning pilgrims as to their treatment by the Turkish authorities and Sheikhs at Mecca and Jeddah.

Inclosure 3 in No. 152.

The Government of Madras to the Government of India.

Fort St. George, February 8, 1896.

IN continuation of my letters, dated the 24th October and the 4th November last, respectively, I am directed to forward the accompanying statements made by two pilgrims who recently returned from the Hadj to the Tanjore District.

2. It will be observed that one of them, Gulam Khadir, complains of the exorbitant camel-hire demanded of and paid by him and of the indifference of the local authorities to the complaints made to them in this respect. The other pilgrim, Ahmed Sahi, who went to Mecca about ten years ago, and who was trading there in dishes, seems to have been pleased with the treatment accorded him.

3. I am to add that the request conveyed in Mr. Hill's letter dated the 6th ultimo, has been duly noted.

Inclosure 4 in No. 152.

BEFORE THE TAHSILDAR OF NEGAPATAM.

Statement of Gulam Khadir-sa-Maracayar of Nagore.

(Translation.)

I HAD been to Mecca in the month of "Saval" (seven month ago). I returned to Nagor day before yesterday. I went to Jeddah and thence to Mecca. Before going to Jeddah all passengers on board the ship are alighted in a certain island and kept under quarantine for ten days. There are six police stations between Jeddah and Mecca on account of the fear of robbers. The police escort the passengers in groups from one station to another. There is no good drinking-water in the Quarantine station. Besides

* Madras, dated October 24 and November 4; Bombay, dated November 16; Bengal, dated August 21 and September 28, 1895

this there is nothing more worthy of mention. The Dubash (brokers) there act high-handedly in the matter of getting exorbitant camel-hire from us. The local authorities do not heed any representations made to them in this respect.

(Signed) GULAM KHADIR (Negapatam).

Negapatam, October 17, 1895.

Again on January 16, 1896.

They got from me camel-hire from Mecca to Jeddah at the rate of rupees 11 : 8 : 0 per camel. I hear the proper charge is 7 rupees. I paid rupees 80 : 8 : 0 for seven camels. I had been to Adirampatam in connection with my village affairs. I returned here since. I and my people engaged seven camels, three of which were used in conveying our things. We eight rode four camels at two per camel.

(Signed) GULAM KHADIR.

Inclosure 5 in No. 152.

BEFORE THE POLICE STATION-HOUSE OFFICER, TIRUVALUR.

Statement given by Ahmed Sahib, Son of Dadamian Sahib, of Vijayapuram, Negapatam Taluk.

(Translation.)

I STARTED from this place direct to Bombay and, after spending some days in a rented house there, took a passage for Jeddah and reached it on the 13th day. From Jeddah myself and another purchased a camel ticket for 8 rupees, seated ourselves one on each cradle, and travelled for two nights. During daytime we alighted on the way, and on the morning of the next day reached Mecca. In Mecca there is a big house built of crystals. Surrounding that house on all sides, there is a mount called "Schabal Arbatti." We went there and cited prayers. We returned from the mount and sojourned there for seven or eight days. Mecca is a Mahommedan Kingdom. The name of the Ruler is Oothaman Padshah. Besides the house built of crystals there is a palace. Arabs and Jews live in that city. All destitute persons are, on representation, fed there free of cost. There are about 5,000 houses, some of which are four or five storied. People there say that it is built of crystals by the Gods. The Islamite King visits the place daily. There is another King by name (name not intelligible). He also visits the mosque daily. It is considered highly sacred if persons die within the precincts of the said crystal building. The kings there do not not communicate either with those who go from these parts or with others. The people there are a commercial nation and not agricultural. The mosque built of crystals is of the same pattern as those found here. There is no tomb inside.

It is a virtue for the pilgrims to cite scriptures in one of the mountains round the mosque built of crystals. We remained there for ten years and lived by trade in dishes.

Read over to me and I acknowledge it to be correct.

(Signed) AHMED SAHIB.

October 21, 1895.

Inclosure 6 in No. 152.

The Government of Madras to the Government of India.

Fort St. George, November 6, 1896.

WITH reference to Mr. Hill's letter dated the 6th January last, I am directed to state that, with only a single exception, the Collectors of the district concerned report that no complaints have been made by pilgrims who attended the last Hadj. On the contrary, they declare that they were well treated, and, in some cases, even afforded every protection by the Turkish authorities. They complain, however, of the stringency

of quarantine at Camaran (a place two days' journey from Jeddah), and of the unwholesomeness of the provisons supplied to them, on payment, at that place. Some of those who returned to the South Canara district state, that while pilgrims from India are placed in quarantine for ten days and have to pay 12½ rupees each, subjects of other Powers are required to undergo five days' quarantine, and to pay 5 rupees each only.

2. The Collector of Malabar reports that one of the returned pilgrims appeared before the Tahsildar of Ponani, and declared that he had been cruelly treated by the Turkish authorities, as well as by the Sheikhs, and that his passport had not been of any use to him. Inquiries are being made as to whether any statement was taken from him, and, if so, a copy of it will be forwarded on receipt.

Inclosure 7 in No. 152.

The Government of Madras to the Government of India.

Fort St. George, November 27, 1896.

IN continuation of paragraph 2 of my letter of the 6th instant, I am directed to forward herewith a copy of the statement therein referred to. It will be seen that the pilgrim does not complain of having been cruelly treated by the Turkish authorities, but states that the people of Hadjil did not do him any good or any harm, and that his passport was of no service to him.

Inclosure 8 in No. 152.

Statement of Mangattil Syed Ali of Talakadathur Desam, Tanalur Amsam, Ponani Taluk, made before the Tahsildar of Ponani on September 24, 1896.

(Translation.)

I HAD gone for Hadj. It is nearly a year now since I went. It is nearly two months since I returned. I went by Bombay. The people of Hadjil did not do us any harm nor did they do us any good. Kalpat Chekkali, who had gone with me with a passport, died at Mecca. He died of cholera. The passport was not of any service.

Read over and acknowledged correct.

(Signed) SYED ALI (marked).

Inclosure 9 in No. 152.

The Government of Bombay to the Government of India.

Bombay Castle, October 27, 1896.

WITH reference to Mr. Under-Secretary Hill's letter dated the 6th January, 1896, I am directed to forward herewith copies of the papers, from which it will be seen that no complaints have been made by the pilgrims returning from the Hadj this year as to the treatment received by them from the Turkish authorities and Sheikhs at Mecca and Jeddah.

Inclosure 10 in No. 152.

Letter from the Commissioner of Police, Bombay.

August 20, 1896.

WITH reference to Government Resolution, General Department, of the 27th January, 1896, I have the honour to state that, up to date, only nine steamers conveying about 6,400 pilgrims have returned from Jeddah, and the rest will not return before October next.

From the statements made by the pilgrims who have returned, it appears that the arrangements at Mecca, Medina, and Jeddah, were exceptionally good this year, and that they have no cause for complaint against the Turkish authorities.

Inclosure 11 in No. 152.

Memorandum from the Commissioner in Sind.

September 12, 1896.

THE Commissioner in Sind presents compliments, and with reference to Government Resolution, dated the 27th January, 1896, has the honour to append the statements of five pilgrims, who returned recently from the Hadj, taken down by the Mukhtyarkar and Firsr Class Magistrate, Kurrachee, as to their treatment by the Turkish authorities and Sheikhs at Mecca and Jeddah. It would appear that no inconvenience or trouble was caused to them at Mecca and Jeddah, nor were they subjected to extortion of any kind.

Inclosure 12 in No. 152.

Letter from the Commissioner of Police, Bombay.

October 19, 1896.

WITH reference to your Memorandum dated the 12th instant, I have the honour to report, for the information of Government, that nearly all the pilgrims of the past season have now returned from the Hedjaz. It appears from their statements that the arrangements made by the Turkish authorities at Jeddah, Mecca, and Medina this year had been good, and that the pilgrims have had no cause to complain about their treatment by the Turkish officials. The only complaint made by the pilgrims was about the higher rates they were made to pay for shoogdoofs or shibrees.

Inclosure 13 in No. 152.

Statement of Eedoo, Son of Adam, aged 40 years, Mahommedan Barochi, Coffee Shop-keeper, residing at Kharo Dur, Kurrachee.

I RETURNED from the Hadj seventeen days ago. I went from Kurrachee to Bombay and thence to Jeddah. From Jeddah I engaged a camel for 10 rupees to go to Mecca; 10 rupees were paid for two seats. From Mecca I went to Hurfat Hills which is a sacred place. I gave 15 rupees for two seats as the hire of the camel to and back from Hurfat. On the way I stopped three days at Mecca. From Mecca I returned to Jeddah. For this journey I paid 10 rupees for two seats on the camel. Jeddah is two days from Mecca. One stage takes 16 hours in travelling on the camel. We started from Jeddah at 2 in the afternoon, travelled all night, halted at 6 in the morning, took a little rest, and again commenced our journey at 2 in the afternoon, and arrived at Mecca at 6 o'clock in the morning of the third day. From Jeddah I went to Kara Muk by steamer, and from thence to Medina by five stages. Paid 40 rupees for the return journey for the camel for two seats to Medina. The camels are engaged by the Motamafs who pay the camelmen. We don't know what they pay. There is no extortion of any kind practised on the Hadjis there. There is every comfort.

(Signed) ———,
Magistrate, First Class.

August 5, 1896.

Inclosure 14 in No. 152.

Statement of Abdool Rahim, Son of Remo, aged about 35 years, Mahommedan-Dars, resident of Beedin, Hyderabad District, Cultivator.

I HAVE returned from the Hadj yesterday. I started from Bombay and went to Jeddah, from Jeddah to Mecca, and thence to Medina, and returned to Jeddah. I am a poor man, so travelled along with other Hadjis on foot from Jeddah to Mecca and Medina and back. No extortion was used on us. We were very comfortable.

(Signed) ———,
Magistrate, First Class.

June 13, 1896.

Inclosure 15 in No. 152.

Statement of Haji Soomro, Son of Haji Kassam, aged 55 years, Mahommedan Baluch Zalpur, Cultivator, residing at Beedin, in the Hyderabad District.

I HAD been to the Hadj at Mecca and returned yesterday. I had started from Bombay; went to Jeddah. From Jeddah to Mecca I went on a camel. I had engaged the whole camel and paid 7½ rupees for it, and from Mecca I went on foot to Medina, returned on foot to Mecca, and from Mecca I engaged one seat on a camel for 4 rupees up to Jeddah. I paid the hire of the camel not to the camelman but to a Korie who who had accompanied us from Sind, as I engaged the camel through him. I can't say, what he paid to the camel-owner. No zooloom or extortion was used on us. We were comfortable.

(Signed) ———,
Magistrate, First Class.

Inclosure 16 in No. 152.

Statement of Haji Hoosain, Son of Yacoob, aged 32 years, Mahommedan Khuth, Dyer, residing at Kharo Dur, Kurrachee.

I RETURNED to Kurrachee from the Hadj three months ago. From Kurrachee I went to Bombay by steamer, and from Bombay to Jeddah paying 40 rupees for steamer fare, and from Jeddah I went on camel to Mecca paying 7½ rupees for two seats on the camel. From Mecca I returned to Jeddah paying 8 rupees for two seats on the camel. From thence I proceeded to Kharo Ambo by steamer paying 8 rupees fare, and thence by camel to Medina paying 16 rupees for two seats on a camel, and from Medina returned to Kharo Ambo, paying 18 rupees for two seats on a camel, and thence by steamer to Jeddah paying 9 rupees steamer fare. Again from Jeddah we went to Mecca for the Hadj paying 8 rupees for two seats on a camel, and then returned to Jeddah paying 8 rupees for two seats; thence by Kurrachee paying 40 rupees for one ticket. The camels are obtained through the Sheikhs. The Sheikhs are appointed by the Shereef of Mecca. On every camel the Sheikh keeps one rikal or two rupees for the journey from Mecca to Medina, and half rikal from Jeddah to Mecca. I heard this from the Bedouin camelman.

(Signed) ———,
Magistrate, First Class.

Kurrachee, August 26, 1896.

Inclosure 17 in No. 152.

Statement of Indho, Son of Kassam, aged 40 years, Mahommedan Sumoo, Contractor, residing at Hay Slaith Quarter, Kurrachee.

I WENT to the Hadj this year, and returned about two and a-half months ago. From Kurrachee I went to Bombay and from thence to Jeddah. I paid 29 rupees as steamer fare. From Jeddah I went on camel to Mecca and paid 9 rupees for camel hire to that place for two seats. I paid the money to a Sheikh who engaged the camel for us. I don't know what he paid to the camelman. This man (the Sheikh) is the servant or the agent of the Sheikh at Mecca. From Mecca I went back to Jeddah, and paid 10 rupees for two seats on the camel, and from there I went to Kharo Ambo by steamer. Paid 7½ rupees steamer fare. And from Kharo Ambo we went to Medina paying 20 rupees for two seats on camel. From Medina I returned to Kharo Ambo, paid rupees 19 : 8 for camel hire for two seats, and thence by steamer to Jeddah paying 9 rupees steamer fare and 1 rupee for boat hire, and from Jeddah I again went to Mecca for the Hadj. Paid 8 rupees for two seats on the camel, and on the return journey paid 9 rupees for two seats. From Jeddah I came direct to Kurrachee by steamer, paying

35 rupees steamer fare for a single ticket. No extortion is exercised on us at Jeddah or Mecca. We do not know how much the Sheikh pay to the camelmen.

(Signed) ———.
Magistrate, First Class.

Kurrachee, August 26, 1896.

Inclosure 18 in No. 152.

The Government of Bengal to the Government of India.

Darjeeling, September 25, 1896.

WITH reference to the correspondence ending with the letter from this Office, dated the 1st June, 1896, I am directed to submit, for the information of the Government of India, copies of communications from the Port Officer and Commissioner of Police, Calcutta, on the subject of complaints made by pilgrims who returned from the Hedjaz in June last, as to their treatment by the Turkish authorities and Sheikhs at Mecca and Jeddah. It will be observed that, while the Port Officer states that no complaints were preferred by pilgrims against the officials in the Hedjaz, the inclosures to the letter from the Commissioner of Police show that a few pilgrims complained of the conduct of the "motawwafs" or pilgrim-brokers, and that nearly all of them complained of the water supplied at the Island of Camaran, where they had to undergo quarantine.

2. The suggestion of Inspector Abdur Rahim, which is supported by Sir John Lambert, that Bengal pilgrims, who have not taken passports in their own districts, should receive them in Calcutta instead of at Bombay, commends itself to the Lieutenant-Governor. There can be no objection, in his Honour's opinion, to the adoption of this course, and it would avoid some delay at Bombay, where these pilgrims are strangers. Under the supervision of the Commissionor of Police, the Protector, under the protection of Mahommedan Pilgrims Act, recently passed, would see that passports are given to those who wish to get them in Calcutta. The taking out of passports in Calcutta should not, however, be made compulsory on all Bengal pilgrims, for the reason that many pilgrims may find it more convenient not to travel viâ Calcutta to Bombay. Pilgrims from the northern and western districts need not come to Calcutta.

Inclosure 19 in No. 152.

The Port Officer of Calcutta to the Government of Bengal.

Calcutta, June 30, 1896.

WITH reference to your docket dated the 24th January, 1896, I have the honour to report, for the information of his Honour the Lieutenant-Governor, that the steam-ship "Sultan" arrived in this port on the 23rd instant with pilgrims from Jeddah.* I boarded the vessel the same day, but as there were several cases of small-pox on board, the Health Officer of the port was fumigating the vessel and taking other measures, in accordance with Rules VII and VIII of the Medical Inspection Rules. I could, therefore, only make a cursory examination of some of the pilgrims, who stated that they had no complaints to prefer against the treatment they had received at the hands of the Turkish authorities at Jeddah and Mecca. The men examined spoke in high terms of the kindness they had received.

Inclosure 20 in No. 152.

The Commissioner of Police, Calcutta, to the Government of Bengal.

Calcutta, August 10, 1896.

WITH reference to your docket of the 24th Jannary last, calling for information regarding any complaints made by returning pilgrims as to their treatment by the Turkish authorities and Sheikhs at Mecca and Jeddah, I have the honour to forward, for

* 1,108, including 14 children.

submission to his Honour the Lieutenant-Governor of Bengal, copy of a note on the subject by Inspector Abdur Rahim, together with copy of an unfinished diary kept by one Mir Aftab Ali, late head clerk of the office of the Superintendent of Port Blair. The diary is full of interest, and contains particulars of the hardships to which pilgrims to the Hedjaz are exposed. It is a pity, in consequence of the writer's health, that the diary has to be sent on unfinished.

The statements of fourteen returned pilgrims named on the margin are also inclosed.*

I think there is good sense in the proposal made by Inspector Abdur Rahim, recommending that pilgrims from Lower Bengal, who do not obtain passports from the Magistrate of their district, should be required to obtain them in Calcutta. They come chiefly from Eastern Bengal; they are not men of education, and their language and requirements will be better understood by officials in Calcutta than in Bombay.

Inclosure 21 in No. 152.

Note by the Inspector of Police, Calcutta.

IN submitting the statements of pilgrims returned from the last Hadj, I beg to make a few observations. Pilgrims who, after doing the Hadj, go to Medina and other places, are not likely to return before the end of this month, and their statements could not therefore be obtained.

The bulk of the pilgrims that go from Bengal belong to the agricultural class, and it is an exceedingly difficult task to get any intelligent statement from them. These people would rather suffer any privations than make any statements which they might think derogatory to the authorities at Mecca and other places. They, it would seem, submit to any extortions rather than make complaints against the officials in the Hedjaz. As a matter of fact, their crass ignorance and implicit submission to "fate" make it impossible in their case to entertain any sense of wrong or feelings of resentment. Being utterly ignorant of the rates of fees leviable at the different shrines and places, they blindly follow the dictation of their brokers who are in league with Turkish officials, and unknowingly submit to what no doubt must be extortions. It is only from the educated few that any correct idea of the oppressions practised can be obtained. Such idea can be gained if pilgrims have to look up to some one with confidence, one earnest in consulting their interests here and in the Hedjaz.

The statements which are attached were taken under some difficulties. The Hadjis seldom make straightforward statements, for fear of being landed in difficulties. I have, however, hopes that more correct information as to the extortions practised on the pilgrims by the Turkish officials will be obtained next year, when people will come to know of the existence of a protector.

With a view to bring the brokers more under efficient control, and to exercise better supervision over the Hadjis, I venture to think that the existing order of the Government of India, regarding the granting of passports, should be modified. The present rule is that pilgrims should obtain passports in their own districts or at the port of embarkation. Considering that a much larger number of pilgrims proceed by rail to Bombay from Bengal than by steamer from Calcutta, and that a considerable number of these obtained their passports at Bombay, the brokers here often will elude effective supervision over their doings, in the cases in which they obtain passports for pilgrims at Bombay. Besides, a better account of the pilgrims from Bengal can be kept if those that do not obtain their passports in their own districts are compelled to take them in Calcutta, whether they proceed by rail or steamer *en route* to the Hedjaz. Passports would in these circumstances be more correctly drawn out on account of local knowledge and experience, and the pilgrims would be saved from the clutches of the brokers. Pilgrims coming from the interior of the country always halt a few days in Calcutta, and there cannot be the least possibility of any hardship accruing to such of these as

* 1. Hussain Ali.
2. Akmal Bibi.
3. Anar Kazi.
4. Baroo Kazi.
5. Moolaz Pramanik.
6. Jannat Ali.
7. Kasimuddin.
8. Baroo Sheikh.
9. Fajoo Sheikh.
10. Haji Muhammad Ismail.
11. Masim Rahman.
12. Waijuddin.
13. Sheikh Molamdin.
14. Hasmuddin.

have not previously obtained their passports in their own districts, in getting them in Calcutta.

Although pilgrims are generally reticent about their grievances against the authorities in the Hedjaz, their complaints against ship-owners and others are loud. Now that both the Ships Act and the Brokers Act have been passed, most of the complaints on this score, it is hoped, will cease from next year.

I attach the unfinished diary kept during the last year's Hadj by an educated Mahommedan who had been nineteen years in Government service. His diary will speak for itself. It is a pity that owing to ill-health he has been unable to write it up to the end. The name of the pilgrim is Mir Aftab Ali, lately head clerk to the Superintendent of Port Blair. He is a native of Faridpur.

(Signed) ABDUR RAHIM,
Inspector of Police, Calcutta.

August 2, 1896.

Inclosure 22 in No. 152.

Copy of Diary kept by Mir Aftab Ali, lately Head Clerk of the Office of the Superintendent of Port Blair.

I.—*Forced to resign nineteen years' Service under Government to go on Pilgrimage.*

MAHOMMEDANS are to go on a pilgrimage to Mecca at least once in their lives; if they are able to do so, all past sins are forgiven, when once the pilgrimage has been performed. There is a general belief that many incurable diseases may get cured by the grace of the pilgrimage. For the past four or five years I have had the desire of carrying out the order of the Koran, specially impelled by the hope that I might get rid of my diseases by the performance. Cure by faith is possible.

One of my uncles, who had already once been to Mecca, wished to go on the pilgrimage a second time. It was agreed that we should go together in company with many other persons who also wished to go with him. Uncle, however, would not get ready to join in the last pilgrimage, but I had saved enough to provide for the expenses of my wife and child for six months, and of my cousin at school for the same period, to leave enough for three or for years in bank, and yet take about 300 rupees for the pilgrimage. I have never in my life so much money at my disposal at any one time, and as one of my old Port Blair pupils, Hossain Ali, and his father and a man who had once been a servant of one of my intimate friends there, were fully ready to go, too, I made up my mind to accompany them, even at the risk of giving up my service if I could not get leave. The pains I suffered in attending office, and the constant fears of worse ailments that haunted me night and day, would have, I believe, goaded any man to such a step. What is there in life dearer than health? Who does not wish to get it? The doctor had nothing to give me. Why should I not have run after anything that gave hope?

I asked the doctor again and again for a certificate for sick leave, but he would not give one for Mecca; he advised some sanatorium. I had not enough to provide for a long residence at a costly sanatorium, I thought, nor could I give up the idea of going to Mecca, howsoever bad any one might consider it. I applied for leave, without allowances, for six months. It was refused.

To cut the matter short, as the day for the Hadj was drawing very near, I submitted an application for pension, or for permission to resign the service if the pension was not allowed, both in one. The Medical Board convened asked me a few questions as to how I felt, and I answered them, and was told to leave the room. Several days afterwards an order of the Superintendent was communicated to me by my District Officer, accepting my resignation, as the Medical Board had reported me fit to continue in service.

All that I can say is that, if the doctors had to suffer as I had, they would certainly have recommended me for leave, at least.

Hossain Ali and his father and Lall Mohammed would not wait for me, as no one liked that I would give up, and had in the meanwhile left Port Blair by the mail-steamer of the 2nd March, 1896, viâ Madras. This was the date previously agreed on by us.

As I could not very well venture on the pilgrimage all alone in my existing state of

health without the company of known and reliable persons, I had to apply for permission to withdraw my application of resignation. This was rejected.

I was thus free to go anywhere I liked and to do what I liked. This relief from misery of nineteen long years of arduous service at such a cursed black hole as Port Blair was pleasant. The extent of the pleasure, however, is much narrowed and limited by the remembrance of the fact that all the aspirations of the best part of my life, of rise in Government service, are apparently shattered once for all, and that, in spite of exertions to make a start towards pension for myself, an easy life by some business other than service, I might have to die in misery in my old age; but the belief that, as long as I am to live, I must get something or other to sustain my life and keep up my spirits. How pleasant this world would have been if all of us were filled with brotherly love for each other, and tried to help each other towards improvement! A desire to improve in health and morality does not surely deserve discouragement from the Government for the good of all. Is the rumour correct that the Government does not like the pilgrimage?

II.—*The Start from Calcutta.*

I was making ready all along ever since my application for leave to depart from Port Blair, so I was quite ready for the Madras steamer of the 2nd March, 1896. The order accepting my resignation was dated that day, and it was not, however, communicated to me till the evening of the 6th, I think, and I was not enabled to give over charge of the office till the 10th instant.

The mail-steamer for Calcutta left Port Blair on the 19th, and I came out by it.

The sea was calm and quiet, the voyage was very pleasant, and we anchored at Calcutta on the 23rd. The thought struck me that it was, perhaps, on that very date that, nineteen years previously, when a mere boy, I had for the first time gone out to Port Blair as a schoolmaster.

For five days I rested and made casual inquiries of the few acquaintances I had at Calcutta for any known and reliable person of theirs who might be going on the pilgrimage at the time. I had almost to despair of the company of any such person, and made up my mind to start all alone at once, as the Hadj was fast drawing near. At the last moment—I believe the evening previous to my proposed start—I was introduced by a Hafiz, at the house of Moulana Khairuddin Sahib, at Shundrapathi, to a man named Dilwar Khan, as a Hindustani by origin, but long settled and naturalized as a Meccan. He was recommended as a very honest and reliable person, earning a living by accompanying and serving the pilgrims on the way, gratefully accepting whatever was given him cheerfully and charitably. He came to India every year at the proper time to look out for pilgrims, and had this very day returned from Assam. The man looked to me as a bad sort of a man, but I agreed to his accompanying me. He had previously engaged with an old man with three women to accompany to Mecca, he said.

The slight purchases I had intended making had already been made. I wished to avoid all avoidable things, and to be light and free to move about anywhere necessary, even without the assistance of coolies, when available. I had, therefore, got ready only two handy bags and a small package to take with me. To have gone home to Faridpur may have resulted in my giving up the idea of my going to Mecca this season, as all friends have hitherto been advising me against it, owing to the difficulties with regard to my service. I therefore set my face against the journey, hoping to see my child and others on my return from the pilgrimage, if God allowed it.

Cash remittances had already been made from Port Blair. My letters to Port Blair friends had already been dispatched.

A person at Moulana Khairuddin Sahib's, at my request, gave me an estimate of the passage expenses, &c., which I was to provide for. The details he gave resulted in a total of 200 rupees, but he said I would not be able to do without 500 rupees or so in a decent manner for both Mecca and Medina, as I must spend in charities, &c., in addition to what was required to be spent on steamer fare, &c. I was told by him, and by Dilwar Khan also, that there was a telegraph line to Mecca and Medina, and that money could be obtained there from India, if desired and necessary. I decided, and took 200 rupees and odd, all in promissory notes, only for Mecca and Medina, intending to send from Mecca for more from home if necessary. The idea of cumbering myself with too much money and then getting robbed and left helpless somewhere disgusted me and made me very cautious.

I had for years heard of Moulana Khairuddin Sahib as a very learned and pious

man, and I am glad of the visit I paid him on this occasion. Pilgrims would be better off if they received and acted up to the same advice as I obtained from the Moulana on this occasion:—

"The Muallims of Mecca explain to the pilgrims everything and do everything for them, but one's own eyes for a man are better than those of others."

So thus equipped I reached the Howrah Station on the morning of the 30th.

III.—*The Delay at Bombay.*

Dilwar Khan and his four other pilgrims were already at the station. The old man was named Haji Kifaitulla. He had already once before been to Mecca last year. This second pilgrimage was being undertaken by him as on the last occasion he had not been able to visit Medina also owing to his having fallen sick at Mecca.

We purchased tickets for passing viâ Assansol, as the shortest way. Difficulties had hitherto attended me throughout in the matter of this intended pilgrimage to Mecca. One cropped up here also. No sooner were the tickets brought in, Dilwar Khan and others ran in for the train, and were pushed into a compartment. I tried to enter, too, but was kept back by a guard, as the train was starting. The man who kept me back wanted merely, perhaps, to show off himself, as lots of persons effected entry, at the time twice, and were pushed in by other guards.

The train began to speed on. I had the good sense to ask for and take my ticket from Dilwar Khan. The man had kept it with himself, and was going off with it. It struck me at the time that he was not in a particular hurry to hand it to me, when asked by me even. I understood later on that these men, under some pretence or other, kept the tickets of the pilgrims in their own hands, generally with a view to keep the men in control and profit by any mishap to these men.

A kind guard said that another train would be going in an hour or so, and I might avail myself of it. I could not but wait till then.

Dilwar Khan picked me on as soon as my train reached Assansol, where a change takes place. The train for Nagpur was ready, and I got into it. The old man and the woman expressed their gladness at my rejoining them. I, too, felt a considerable relief, for company in a long journey is a great necessity.

The train for Nagpur started shortly with the passengers of both the trains. There were many pilgrims in it, and many had gone, we heard, on previous days.

A great deal of difficulty is experienced in paying calls of nature when travelling by rail. The halts at stations are only momentary, and the number of passengers being large, and that of latrines small, very few dared to get down unless when they get wholly incapable of withholding themselves any longer. Decency and privacy are not observed in these latrines, as the walls of the different compartments reach only breast high, and no shutters are provided for the doors of these compartments. The compartments are in ranges of four or five in a line. Thus, a person having to pass on to a seat vacated at the further end has to walk on in view of a whole seat of naked persons. In coming out he has to do the same.

It was on the second day, I think, that a poor pilgrim having got down for a call of nature missed the train. The poor man screamed and begged, and was left behind with a despairing look. His ticket was left with his Muallim in the train, and I think it was said his money, too, was in the same hand. I did not hear whether the man was able to join his kefla or not later.

A case of an epidemic disease—small-pox, I think—having been detected on the way, we heard the man was left behind by the railway officials at a station hospital.

We had to delay a night at Nagpur. The train changing there, we had to get down, unable to go by the next train, owing to the press of passengers; many pilgrims were left behind and disallowed. We passed the night in the Mosaffar Khana in the station, a nice building. The pilgrims from the district of Mymensingh, &c., began at once to cook for themselves as soon as they got in. The pilgrims of these districts were always forward in cooking for themselves. I found all throughout the way to and from Mecca, whenever an opportunity offered for the purpose. They had chura, &c., also with them. We passed the night on the bread, &c., Haji Kifaitulla had brought with him from Calcutta. Cooked rice, biscuits, oranges, &c., are available at all the big stations on way throughout for purchase.

The difficulty was as to the time. So almost all the passengers contented themselves with what they had with them or on oranges, &c., purchased on the way. I believe the railway regulations allow of a day's halt after the journey of every 100 miles.

Few, however know of it, and the desire to reach the station is too eager to brook delays anywhere, to put a speedy end to the inconveniences suffered. The heat and crowd were too great to allow an ample sleep on the way. We dismounted at Bombay on the morning of the 2nd April.

Haji Kifaitulla and his party occupied a room in the second story, and I share the room in the third story occupied by Sayyad Ali. The house has a brick wall all outside, I believe, but all the rooms inside have plank walling and flooring with a coating of earth on the floor. The various compartments—tiny ones about 8 ft. by 8 ft. and dirty—are rented to sailors, &c., only one being occupied by the owner. Each room has a cooking place in it and a place to throw washings in. A pipe takes the sewage out. There is a water pipe, a closet, and a bath-room in the small courtyard on the second storey for all lodgers therein. There are similar arrangements on the first floor also, I believe. The water supply arrangements of Bombay are very convenient; the pipes are at full play throughout day and night. A large gutter full of black and foul liquid, &c., passes by the foot of the house in the back part for the sewage of the houses here. A dirty open space is on its east.

The rooms occupied by us hardly allowed of our enjoying sound sleep at night, as they were full of pissoos which swarmed on our body as soon as the night came on and we laid down on our beddings. For me, as bad luck would have it, there was another nuisance. The zinc pipe provided for the room above mine upstairs passed through mine and was broken. It appeared the people in the room above felt it too inconvenient to get down at night, and made water in their own room in the place provided for their washings. To this there would have been nothing on my part to say, but foul smell, that was the pest of my life while at Bombay. We lay on the floor on a half-rotten mat with our beddings spread on it. The owner invited us to supper one evening, and we presented her with 3 rupees. The rent charged on us when leaving Bombay was 8 annas per head.

As I walked about in the quarter of the town I found hundreds of pilgrims lodged there, mostly Bengalees. The various Muallims and Sabis in the town also congregated there in the house of one Asis Dallal. This man is a Bengali of the village of Kartikpur in the district of Faridpur, but he is now settled at Bombay from a long time. As he is a broker of the merchant or merchants to whom the pilgrim ships "Sultan," "Muhammad," &c., belong, he has great influence among the Muallims, &c. He has made money by his business and is a clever man.

The steamer left Bombay with pilgrims the very day we reached there, or the day after we are told. I proposed we had better start at once by it. Dilwar Khan said there were no tickets available now, as the steamer was already crowded, and that besides this the steamer was a small one and would roll very much on the sea. Haji Kifaitulla's wife was afraid, and he said he would go by the "Sultan," whose captain he knew was very good and kind, the steamer being also very large and very neat and clean. The departure was thus postponed.

Together with ourselves there were hundreds of pilgrims who are kept delaying in this manner. It was said that the "Muhammad" would be returning from Calcutta within four or five days, and the "Sultan" from Jeddah earlier, and that as these two steamers would be anchored at Bombay for pilgrims, the fare could not but be lowered. It took many days, however, before these two steamers arrived one by one, and by that time we had got very impatient, as the day of Hadj was drawing very near. There was the steamer "Akbari" also, it was said belonging to some other owner, anchored about this time in the harbour. Many pilgrims secured passages in it at high rates, and others were kept back by the rumour that the "Sultan" would leave earlier and reach Jeddah earlier. The steamer was said to be a slow-going and a small one, rolling terribly.

Tickets then began to be sold for passage by the "Sultan." The rate first heralded was 20 rupees for the deck, with slight increments for other classes. We asked Dilwar Khan to secure passages at once for us, but he said the rates would fall considerably within a day or two, he was sure, and that he could wait till then. The rates, however, began to rise, and it was not till 30 rupees was fixed for the deck that Kilwar Khan took our money and obtained tickets for us. He was in a hurry then, saying that the rates would rise higher, as every one wished to go by the "Sultan," as it was sure to leave Bombay and reach Jeddah earlier than the "Muhammad," as there would be no other pilgrim ships besides these two available this season. When he brought us the tickets, he candidly told us he had earned 6 rupees as commission for the six tickets he had purchased for us, inclusive of himself. It was generally believed that tickets could not be secured through the Dallals and Sabis. It is a pity a uniform

rate of fare is not enforced and tickets made available to pilgrims, just as railway tickets are.

If we had obtained return tickets, we should have saved some 40 rupees. But Dilwar Khan objected by saying that if the "Sultan" be not present at Jeddah at the time we were ready to return, and no other steamer would take us on ticket for the "Sultan," and we will have to delay unnecessarily or pay fare for another steamer, the fare paid for the "Sultan" being lost. In spite of this argument of his, I offered him money, but he evaded compliance with my requests under some pretence or other.

Dilwar Khan had paid the railway from Calcutta out of his own pocket. Before purchasing our tickets, Dilwar Khan had asked us to pay for his steamer fare or he would wait and see for other pilgrims who might give him a free passage. I at once said that I would not be able to give him, owing to the scantiness of my funds, 5 rupees or so as a share for his passage, in addition to any other demand he might make later on on the score of services, &c. There was an old woman from Dacca in company of Haji Kifaitulla, who was going to end her days in Mecca with a view to escape from the heartrendings she suffered at home from the taunts of a stepdaughter-in-law and the motherless state of her little grandchildren. She too objected on the score of scantiness of her funds. Dilwar Khan who had been all polite and eager to do something or other when at Calcutta and on the train, had become somewhat masterful on reaching Bombay. He replied to our objections by saying that if we thought he charged too much, we might separate from him. Haji Kifaitulla settled the affair by asking Dilwar Khan to pay now for himself, and that we should pay him what we could at Mecca, and as usual.

Haji Kifaitulla's mother-in-law performed a pilgrimage some twenty years ago, and Dilwar Khan happened at that time to come across her, and by finding out for her, and not stealing, a lost money-bag with some 40 or 50 rupees in it, obtained a firm footing on her faith as to his honesty and integrity. This good opinion has served him well, for he has ever since been paid 5 rupees or 10 rupees every year, as he visited the family regularly at the pilgrimage season. He ingratiated himself still further by his services to Haji Kifaitulla's son-in-law, &c., last year when they were on a pilgrimage at Mecca and Medina. The people were in well-to-do circumstances, and it does not matter much to them whether they paid a rupee where they may do with a 4-anna piece. Dilwar Khan is generally said by the Sabis as a plucky fellow, is able always to pick out and attach himself to rich people. He makes himself useful in going and making purchases for his pilgrims, and would bustle himself and carry packages also, even when coolies have been engaged and are at work. All the Sabis almost work like this, and get a commission from the shopkeepers and coolies employed. Of course exorbitant rates are charged, and all along throughout Bombay, Aden, Camaran, Jeddah and Mecca, it seemed as if the pilgrims were a prey to hungry wolves and sharks. It is not to the interest of the Sabis or Muallims to help you to be able to save a price if you can. Yet the men cannot be done away with, as everthing is unknown to a pilgrim, the Bengal pilgrim specially, and he is almost helpless as a rule, he being unable to make himself understood where he goes by his language.

The reply to Dilwar Khan's inquiries, I had told him that I was drawing 100 rupees as a clerk at Port Blair, and that I resigned the post for pilgrimage. He supposed that I must be a big zamindar, a chaudhury of my district, or a Deputy Magistrate. Nothing would make him believe that I was a poor man and had only 200 rupees with me. He said my ways, &c., prove this, only I was miserly. I had provided myself with two risalahs on the pilgrimage at Bombay, of which one, viz., that compiled by Haji Alimuddin, furnished me with every useful information under every head calculated to enable a man to be economical and yet comfortable and go about with his eyes open. Maulavi Alimuddin puts down 300 rupees as the sum with which a pilgrim ought to provide himself at the least before he sets out, exclusive of the value of such things as bedding, &c., that has to be taken for the journey. Dilwar Khan also put the expenses at this amount both for Mecca and Medina. I opined that 200 rupees would suffice for a not uncomfortable pilgrimage, if the Muallims acted by the pilgrims as they should. As I could not easily be duped, and my remarks were always frank and went against the interest of the Muallims and Sabis, I was not a favourite of Dilwar Khan's. He had by this time, since our arrival at Bombay, accustomed himself to calm down the objections or opinions of Haji Kifaitulla and party by loud speaking. This behaviour he had not dared to use towards me as yet, and indeed I sometimes cowed him down instead; this apparently he did not like much, and would well have seen me separate. He said that he had escorted Maulavi Abdul Jubber last year to and from Mecca, working just like a slave for him, but that instead of being remunerated, as he and others had hoped, with

a liberal present of 50 rupees or 100 rupees, as benefiting his high position, a meanly present of 4 rupees was offered when assistance was no longer needed. Dilwar Khan said that he rejected the present with contumely and held the Maulavi as a debtor to himself to the day of judgment. This narrative was perhaps for my guidance. Men like Dilwar Khan could not but like persons of the stamp of the family of Haji Kifaitulla. His son-in-law, I heard, had landed over 150 rupees or so to Dilwar Khan for charities, a milad sheriff and a sacrifice at Mecca, this time to be spent at his own discretion. I understand from what I have heard all along that money received in this manner is seldom spent according to the wishes of the givers, being generally wholly or at the best partly misappropriated.

The Sabis tell against each other's conduct at their back before pilgrims, with a view to seduce these sheep to their own care. Intrigues for this are constant. Sayyad Ali and Dilwar Khan are relatives, but Sayyad Ali did his best to seduce us from Dilwar Khan. Others also tried me. But as I considered all of them of the same dye, I thought I might as well go on as I was.

In conversation with Sayyad Ali I came to know casually of an old woman being missed from the "kefla" of some Muallim whom he named, with about 200 rupees in her girdle. Search was being made by the party, he said.

Some pilgrims being dead, I saw one day that the money left was being handed over to a Government official connected with the Protector of Pilgrims. Cases of this nature were as a rule kept secret, I came to know, with a view to the property left being divided between the Muallims and those of the accompanying pilgrims who have to be silenced. The present was said to be the first case when Government was handed over the estate of a deceased pilgrim. The Muallim was spoken of and shamed as a coward, needlessly afraid of detection and punishment.

Bombay is the place where pilgrims get fully equipped for the long journey to and from Mecca with rice, onions, potatoes, and other eatables. Tin canisters for keeping water in the steamer "silapchis" for the same occasion are also purchased. We, too, got prepared in this manner. But the Bengal pilgrims furnished themselves with ready-made suits of Arab dress also. I thought this superfluous, and did not like to use without being able to speak the Arabic language.

The Bengal pilgrims formed the majority of those congregated at the time at Bombay, so far as I came to hear and learn. This was doubtlessly a proof of their religious zeal. But they were treated in a very contemptuous manner in general, as dirty, unmannerly, and ignorant. They were mostly of the cultivating classes from Barisal, Mymensigh, Sylhet, and Chittagong wholly. They suffered rude taunts—the slightest retaliation even when a reply or an excuse appeared to be possible. But this was not due to their weakness, for quarrels among themselves were frequent, and a rudeness from the majority of them was sure to be expected when punishment was not apprehended by them. Combination among them seemed to be totally absent, for every one wished to keep aloof, and no one stood up for any in trouble, even when the like trouble could reasonably be expected by him. Instances of this were witnessed by me all along the way.

When there was perfect impatience, the day of departure at last came on in reality after one or two previous changes of dates. Passports had been obtained by us all, I helping in the preparation of 200 or 300 in office, to prevent the waiting and fasting of the pilgrims in the sun.

The move to the ghát began very early on the morning of the 17th April, and when we reached the ghát where the "Sultan" was at anchor, at about 6 A.M., as directed the previous evening, 100 pilgrims were already congregated with their packages in the open space there, eager for permission to get on board. But it was not till the pilgrims had been well tortured in the shelterless open till midday that tickets began to be inspected, and permission given to go on board. The delay was due to the coming of some Government officers, without whose orders the pilgrims could not be taken on. When they had come and gone, the "Sultan" weighed anchor for Camaran and Jeddah at about 2 P.M., with about 1,042 pilgrims on board.

We had been delayed fifteen days at Bombay. Can it not be so arranged that pilgrims should arrive at Bombay on fixed dates in "keflas" from the various provinces, and steamers should take them off at once?

IV.—*The Quarantine at Camaran.*

The sea was calm and quiet. There were Bhokharies, Persians, Arabs, Pathans, Punjabis, Hindustanis, Bombayans, and Bengalis on board. The majority were from

Bengal, every district almost supplying its quota. There was no overcrowding. The steamer was neat and clean. Every one almost kept good health during the passage; a few lived by beggary.

Aden was reached on the 26th. The steamer stayed there about twenty-four hours or so, discharging goods for merchants at the station. Arabs made good sales on board of biscuits, bread, meat, &c., and Somali lads dived for pice or 2-anna pieces thrown into the sea for them. Arabic is the language from here spoken all round.

Camaran was reached on the 28th April at about 2 P.M. or so. There was another pilgrim ship already anchored off it, the "Akbari." The "Sultan" was shown a spot, at a slight distance from it, where to anchor.

Only two or three "hobis" were available at the time, and about 200 pilgrims or so were landed before the evening came on. Of our party I alone landed with the first batch, being sent by Haji Kifaitulla and others beforehand to secure a good place for all, the females, &c., desiring to land when the rush of the pilgrims for the "hobis" was abated. The landing of the pilgrims being stopped unexpectedly, the rest of my party joined next day at about noon.

The Arab boatmen asked for "backsheesh" in the name of God, and those who wished paid them 2-anna pieces or so. Copper coins of India are not in use beyond Aden, the small "sullani" coins being only current.

When landed at the jetty, we had to go to a small shed at the distance of about a quarter of a-mile, leaving what packages we had with us for use at the place. We saw several Arabs going to and doing duty of some or other in connection with ourselves, but they did not help us in carrying our packages, nor did we ask them to. Later I learnt they were coolies and guardians, and we had to pay for them, together with the quarantine fees. As their number was small, it was not possible for them to carry all the pilgrims' packages. But any packages left uncared for behind at the jetty were taken care of by them and delivered to owners after search.

The shed was divided into four compartments. We first went into the front compartment. A long "koorta" such as the Arabs wore was given to each of us, and we were required to wear it and take off all the clothing that we had on from head to foot. No pyjamas were given, but the coat was perfectly long for purposes of decency, as it reached down to the feet. Our wearing apparel, together with our bedding, were then taken into the next compartment to be vapoured in the disinfecting machinery there. We were then each of us jetted with some disinfectant, and passed on to the third room, there to wait for the return of our clothing and bedding. These were returned hot and vapoury, group by group, and we were at liberty to select and take our own and pass on to the side of the barracks allotted to us, returning the long coats we had received to wear. All pilgrims have to pass through disinfecting in this manner. Females are attended by females, and have a separate compartment allotted for themselves.

It was nearly dark when the pilgrims landed; the first afternoon we were settled in the barracks, a quarter of a-mile distant from the disinfecting shed.

The rest of the pilgrims landed, passed through the disinfecting process, and got settled in the barracks by about noon the day following. A sufficient number of "hobis" had been obtained from head-quarters, and the work of landing had been completed by nearly one trip. What delay happened was due to the disinfecting. The heat of the sun troubled the pilgrims a good deal while going to and fro and carrying their packages and having to wait before being taken in for disinfection.

The barracks we occupied were all capacious, leaf and bamboo thatched. They were in three rows of fifty or sixty each, some fifteen or eighteen in all, with large open spaces intervening. Each barrack accommodated about fifty-five pilgrims or so. The floor was mere sandy surface of the island, and we laid on our mats and bedding spread on it in two rows, one against each wall lengthwise, and leaving a passage all along in the middle. There were a few "khattias" available at the place, offered by the Arab guardians for hire at 1 rupee each for the quarantine period, and some pilgrims provided themselves with the luxury.

Some ten or fifteen pilgrims only, I think, could not be accommodated in the barrack, and were provided with tents. There was no overcrowding, and the barracks were well aired. They were kept neat and clean by the guardians who were in charge of them night and day, each for one. A big lantern was kept burning the whole night in each barrack, being in the middle lighted all throughout.

At one end of the rows of the barracks near to the sea-shore there was another spacious hut with a verandah to be used as a mosque by all of us. Pity this was the only hut that was not swept clean every day, and the matting on it was full of sand

brought in by the pilgrims and others with wet washed bare feet; but the lamp was not neglected.

At a slight distance from the mosque, the small huts were provided for use as latrines. They were some 10 or 12 feet off the shore, raised on holes on the beach, so as to be above water-level at high tide, and are provided with a plank bridge each to enable people to reach them without getting wet. One of the huts was appropriated by the females. The other two were used by the males. Each was divided into two compartments. Thus, as only six pilgrims could be accommodated at a time, the pilgrims had to wait a good long while at the doors before they could get in to ease themselves. Perfect decency and privacy could be observed, as the doors were provided with mat-curtains, and the walls were high up to the ceiling. There were no sweepers, however, and no light was provided at night. Excrescences fell in the beach or in the water at high tide. The pilgrims were prohibited from easing themselves anywhere else but in the latrines, but they surreptitiously did so at night on the beach. At high tide the pilgrims thus bathe and make ablutions for prayers with excrescences floating in the water all along the shore.

Water and fuel were supplied by the station authorities in quantity sufficient for drinking and cooking purposes. The water was brackish. Up a little distance from where our barracks were situated, a large pucca building was shown as in course of construction, containing machinery for turning salt water into sweet water for use of the pilgrims. Water-pipes were seen everywhere as intended to be laid down for the conveyance of water from this building to the barracks. We were told by the Arab guardians that the water arrangements had been ordered by His Imperial Majesty the Sultan to be completed without fail by the next season. We understood that sweet water was not available in the island at present naturally. Rich pilgrims could get a daily supply from the steamer on payment, but such pilgrims are only one or two, I think, among the one thousand of us.

Our guardians informed us, further, that by the commencement of the next season all the kutcha barracks also would be replaced by pucca ones. It was said strict orders on the subject had been received from His Majesty. No pucca buildings existed at the time at our locality.

Thatched kutcha barracks like ours were seen about ½ a-mile or so from ours in occupation of the pilgrims of the "Akbari."

During the course of our stay a third steamer arrived with pilgrims from Java, and the devotees were located in a separate set of barracks to ours, near to the locality of the "Akbari" pilgrims.

The pilgrims in each set of barracks were prohibited from going beyond the prescribed limits: the space to which we were confined, sea-shore and all, did not go beyond the precincts of the barracks. It could not have exceeded four or five bighas in all. Pilgrims within the different cordons did not meet or communicate with each other. Even the guardians, &c., were so barred.

Our locality was in charge of a French medical officer in Turkish service, with a fez.on. He lived in a hut a few yards from us, on a slight elevation. He inspected us daily. A section of his hut was used as a hospital for pilgrims taken seriously sick. The only other officer in the place was a Turk, in whose immediate subordination the coolie guardians were. He lived in a hut on the same level as ours, next to the mosque. He was under orders of the doctor, and both are present night and day. Complaints and requests of the pilgrims were attended to by them, as soon as made, most carefully. Order prevailed throughout the locality.

During the course of our stay many pilgrims were taken ill with dysentery. I was told there were two or three cases of small-pox also, and they were taken by the doctor to the hospital. There were no shopkeepers available in the locality: only one Arab was present to sell date-sugar and bread. Chickens also could be had of him at 8 or 10 annas per head. Some "dombas" were also obtained by him for sale. The Arab guardians also now and then brought in what little fish they could catch at the shore, for sale at rates that could purchase five or six times the quantity at Calcutta.

There was a case of death also at last. The Muallim in whose charge the men had been wished to get possession of the cash left, as also a pilgrim of the party who said he was a relative of the deceased. The Muallim and the relative said they would spend the money to the interest of the deceased, and were privately against each other. The money, &c., however, were taken possession of by the doctor for transmission to the heirs of the deceased in Bengal through the British Consul at Jeddah. I had to write a petition, at the repeated request of the Muallim, for him to be allowed possession of

the estate, but the doctor referred him to the Consul. The Java pilgrims were let off after a stay of only five days. On the whole the days at Camaran were passed nicely. The men read or talked during the days, and evenings were passed in "milad sheriffs" and "zekers" in the open outside. Camaran is a somewhat large low-lying island with an uneven sandy surface, small rocky boulders intervening here and there at long intervals. It is very difficult for those unaccustomed to walk bare-footed on the sand when hot during the midday. The constant sea breeze was very welcome, as otherwise the heat of the climate would have been very troublesome.

Quarantine fees, &c., were realized on the fifth day of our stay at 12·8 rupees per head from those who could pay the same. About one-third of the pilgrims got exempted, professing themselves as Miskins.

The Java pilgrims were let off after the stay of only five days. "Akbari" pilgrims completed ten days and departed from the island, I believe five days before us. There were apprehensions in our mind, as delay might have deprived us of the Hadj, so late we had been in leaving India. But permission was given us in due time on the morning of the 7th May, after an inspection of several high Turkish and British officers. The number of "hobis" made available were sufficient to take us off to the "Sultan" within less than two hours, in about one trip only. The steamer left at about noon for Jeddah.

V.—*Arrival at and Departure from Jeddah.*

On the day following our departure from Camaran, *i.e.*, on the 8th May, 1896, the steamer passed by the latitude of the hill named Elamlam and the village at its foot called Sadia, situated on the coast of Arabia on our left. The distance at which the hill was from the steamer did not allow of our seeing it, but the Muallims and the Sabis knew of the position by their long experience.

So, according to their instructions, all the pilgrims, as coming from India, made themselves ready here for the adoption of the condition of "Ihram" or holiness. We got ourselves shaved by the barbers on board, and having bathed and purified ourselves by ablutions, and put away what clothing we had up to this time been wearing, dressed ourselves in two white "chadars" only, said prayers with two adorations, and bound ourselves by repeating the prescribed formula for the performance at Mecca of the rites indicated by the general name of "Anira." In the state of the "Ihram" pilgrims are forbidden from quarrelling, killing animals, &c., and are required always to be pure and in prayers. The formula of "Labbaik," which means "O God! we are present before Thee," &c., has to be repeated every now and then.

In entering into the state of "Ihram" some of the pilgrims, as I saw, were affected even into tears. But within four or five hours they went on as usual, quarrelling, chatting and sleeping. I too could not end even the first day as I should have. The Maullims and Sabis had happened in their conversations to dilate on the merits of the pilgrimage and on the dignity of Mecca and of the Prophet in the sight of God. But there was nothing, however, in their learning and actions to command respect or induce piety and devotion. To be always pure in body and spirit, and intent in the contemplation of God without any distraction, is almost impossible in the ordinary course of life. So though there was general failure in the observance of the injunctions about holiness in its entirety and fulness, the adherence to prayers at stated hours and an absence of impiousness were habitually evident in the pilgrims in general. The desire for the Hadj and forgiveness of sins was earnest. Many wished for death and a grave at Mecca.

On the day following the adoption of the "Ihram" we reached Jeddah about 1 P.M. or so. There were several steamers at the port at the time, and some gladdened the hearts of the pilgrims with the star and the crescent flags flying on them. The town also, built on the slope of a slightly elevated hill, pleased our eyes with its full view of pretty pucca buildings gradually rising from the sea-shore upwards. Some of the buildings had flags on: these were the Embassies of the different Sovereigns, I was told. The whole picture made us glorify the name of the Prophet again and again, and to pray to God for long life, strength and wisdom to the Sultan, in whose keeping the sacred land is.

The steamer anchored at some distance from the shore, like all the other ones in port, as the sea is reefy here. It was said there was no contagious disease on board. "Hobis" with sails up flocked in within a short time. The pilgrims were all landed by the evening.

Each "hobi" took about fifty pilgrims, with bag and baggage. Each person was

charged 12 annas per head. The boat manji informed us this was the contract rate, and that he was merely the servant of the person who had obtained the contract from the Sultan's Government. The fifty pilgrims or so in the boat I was belonged all to the parties of Dilwar Khan and Asis "dallal," about half-and-half. During the course of our passage in the boat, Asis "dallal" and two relatives of his who were with him, proposed to Dilwar Khan that the pilgrims in both the parties should go to one and the same Muallim, namely, Muhammed Amin. It was added that this proposal was due to the more friendly desire to continue to live all together, as they had lived together at Camaran in the same barrack. It was known to us that Dilwar Khan was not a Muallim, and escorted pilgrims as a Sabi of Haji Muhammad, who was said to be a rich shopkeeper of Mecca, and acted also a Muallim. Dilwar Khan, however, now said that if the pilgrims agreed to the proposal, he had no objection. Asis "dallal" and his relatives then using all sorts of persuasive language, and praising Muhammad Amin as a very good man, we fifty pilgrims made no objection to the proposal, especially as most of us knew no Muallim personally.

We were landed on the platform of the Quarantine office on the shore, after the sailing of more than half-an-hour from the steamer. Our passports being demanded by an official, a Turk perhaps of the British Consulate, one copy of each was taken by him, and the other was returned to us. We had each here to pay 1·2 rupees per head for permit fees. Another fee of 1·14 rupees was then realised as "taskhir." We were then passed out of a door by certain Turkish officials, on our showing the receipts for cash payment made, into a wide room with railings in place of walls.

Here several men in Arabic dresses were seated in chairs in two rows, leaving a passage in the middle. These men, I came to know later, were mostly all Bengalis naturalized as Arabs, were vakils of the Muallims at Mecca. One of them was standing, and he asked each pilgrim for the name of his Muallim. On a name being given, the agent of the Muallim named by the pilgrim, or a Sabi, took hold of the pilgrim at once as his particular charge. It was for this declaration that all the intriguing had been going on all throughout the way from India. Every one had been given to understand in the way that when once this declaration had been made, he could not again change, the arrangement being said to be recognized as final by the Shereef of Mecca.

The fifty of us named Muhammad Amin as our Muallim, and Asis "dallal" and his relatives were hugged again and again by Muhammad Amin and his father, who were present at the place, for the consummation of this end. They had got many pilgrims this season they said by previous pilgrim ships also. I came to know later that Muhammad Amin and his father Muhammad Ali were Bengalis naturalized as Arabs. Both worked as Muallims, and Muhammad Ali's name had previously been read by me in Haji Alimuddin's "risalah" on Hadj as one of the principal Bengali Muallims.

When all of us fifty pilgrims had been passed out by the Turkish officials, we went with Muhammad Amin, &c., out of the office building into the space kept open all round it. Just at the door this side, a wide plank jetty began and ran out into the sea. When landed on the platform in front of the Quarantine office, we had not been allowed to take our packages off the boat. During our engagement with the officials, the boat had moved off the jetty on the left adjoining.

With the assistance of one or two of Muhammad Amin's men, we now landed our packages and kept them together at a slight distance from the jetty in the open space. It was by this time about 8 o'clock or so, and we worked by the light of the lanterns burning at the gate of the Quarantine office, and at that of the small police guard-house on the opposite side; the rest of the open was in darkness.

The females and Asis "dallal's" relatives, together with four or five men of our combined parties, were now taken by Muhammad Ali to lodge at his house in the middle of the town. Asis "dallal" and the most of us had to pass the night with the packages, as we could not very well leave them unguarded. Most of the party laid their bedding on the sand, and passed the night in the open. Many people liked to sleep thus in this hot climate in the open, but they had to cover themselves well with a sheet on account of the dew that fell profusely. I was not accustomed to sleep in the open, and feared to sleep thus exposed. Fortunately for me a large open box was beside me, Government property apparently, and I had my bedding spread in it. I could not stretch myself to my full length, but yet the night passed comfortably enough. Asis "dallal" and Dilwar Khan arranged for their bedding on the packages.

I had a loaf and some dates for my supper for the night. Nothing else could

be had at the time in the bazaar. Dilwar Khan said he fed with Asis "dallal" later on food supplied by Muhammad Amin.

We got up while it was somewhat dark yet in the morning. Many paid the call of nature in the open, some at the jetty on the shore. But I found later that there was a nice privy-house provided here, with water-spouts, &c., in the midst of the open. The space was quite a large one, and inclosed, as far as I could see, by a wall specially intended for it and by buildings bordering it. Besides our party, I found there were about 200 persons or so who had passed the night here. The rest of the pilgrims having landed early had had time to be taken off by the Muallims to their own houses or to lodgings. Many of those now in the open yard were Bokharies and the like. They got tents up as soon as the sun began to be hot and engaged themselves with cooking. It appeared they intended to go into no lodgings during the time it was necessary to stay at Jeddah.

We had to pass two or three hours tormented by the heat of the sun, protecting ourselves as best we could with umbrellas. At last, at about 10 o'clock by Indian time, Muhammad Amin's men came with coolies to take us off with our packages.

The Arab coolies, pure Bedouins or naturalized negroes, that came, were hardy men, and carried on their backs what two or four Indian coolies could have carried on their heads. We had to pass through a large guarded gate in the wall into a large building. There were Turkish officials here, who saw and allowed packages which they thought contained only things for personal use of the pilgrims, and not for sale, and nothing contraband. I was allowed to pass on at once with some packages which were small and did not look suspicious, and indeed had nothing contraband. I got out into an open space with coffee-shops, &c., on both sides. All the packages passed out were laid down here by the Arabs, and those of us who came out foremost had to pass about two hours or so sheltering ourselves from the scorching rays of the sun by sitting on the "khattias" in the coffee-shops or by standing at the doors. The delay was perhaps due to some of the heavy packages of Asis and others having had to be weighed, looked into, and paid for.

When all were out, the Arabs loaded themselves and we started one by one with each of them to Muhammad Amin's house. The open space here was about 15 yards wide and some 200 or 300 yards long. The buildings on both sides had, behind the coffee-shops, &c., on the first floor, and on their top on the second floor, lodgings for pilgrims and other travellers, I came to know later. The open space led us, somewhere getting wide and somewhere getting narrow, between labyrinths of houses placed with no order, by turnings after every few paces, on to where Muhammad Amin's house was situated, after about a quarter of an hour's walk. Open spaces just like this left between houses are the roads of the town, unpaved, uneven, without lights.

Muhammad Amin's house was a large three-storied building. It had wide windows or balconies of nicely carved wood in front and on the sides, so fitted as to allow of persons sitting in them for airing. A person could also lay down in one of them. Cushions were placed in them in the room at the front door used by Muhammad Amin for receiving visitors, &c. The whole house was divided, I was told, into rooms to receive pilgrims in. Each room accommodated five to ten pilgrims.

Inclosure 23 in No. 152.

Statements.

Hussain Ali.—I am a forester in Government employ in the Andaman Isles. My country is village Hansi Hissar, Delhi. I took six months' leave to make the pilgrimage this year with my aged father. My age is about 28 years. I, with my father, started on the 3rd March last by steam-ship "Shahjan," Asiatic Steam Navigation Company, from Port Blair. Arrived at Madras on the 6th. Stayed here two days. From here we went to Bombay by rail. At this place we stayed about ten or twelve days at a serai. We then started for Jeddah by steam-ship "Nasiri," a vessel belonging to a Moghal, whose name I do not know. This vessel carried about 600 pilgrims. On board the vessel we suffered great hardship both for want of sufficient space for the number of pilgrims it carried, and mismanagement. There was an entire absence of order. Whoever could bribe influential people belonging to the vessel got more space than they required, thus leaving the others to shift for themselves as best they could. Men

and women were seen who had not sufficient space to stretch themselves out day or night, throughout the whole journey. The number of seats for privy was quite insufficient. I cannot remember quite well how many there were, but it did not exceed six. So was the number of seats for cooking. We got just sufficient water. We had paid 21 rupees each as deck passengers from Bombay to Jeddah; some, I was told, paid more. There did not appear to be a uniform rate. We arrived at Aden in eight days. From there we reached Camaran in two days. Stayed at Camaran in quarantine for ten days. At this place the pilgrims were lodged in a large shed, lying down at night on the sand without a bedstead. There were no cooking places. Three pieces of brick or stone had to be improvised into a cooking place by the pilgrims in the open. The water supplied was brackish and unfit for use; so was the quantity insufficient. All pilgrims had to cook their own food. There was not much trouble about privies. There was a sufficient number on the sea-shore for males and females separately. But human excretion was floating all about the sea-shore, in which the pilgrims were expected to bathe.

If the water carriers are bribed, more water and a better quality could be procured. We had to pay 12·8 rupees per head as quarantine fees. Those that are unable to pay are exempted, not without being kept confined for some hours in the hope of realising the entire or a portion of the quarantine fees. These people are generally shut up in the privies for about four hours. This is done by the medical officer. It is said that the Sultan is contemplating to build pucca sheds, and water-works for the supply of fresh water are building. We then went to Jeddah, and as soon as we had landed a number of well-dressed motawwafs (pilgrim-brokers) fastened upon the pilgrims and disposed of them as so many heads of cattle. Each pilgrim-broker at Jeddah had certain districts assigned to him, and the pilgrims coming from those districts must attach themselves to him *nolens volens*. These motawwafs, after having secured their pilgrims, begin to exploit them till they leave after the Hadj. At every holy place, a fee has to be paid if a visit is desired. In short, pilgrims remain no more free agents as long as they are in the Hedjaz.

The camel-hire, &c., from Jeddah to Mecca, and thence to Medina, are all settled by these brokers, and pilgrims have to pay what is demanded. There is not a man or woman who is not in dread of losing his or her life or property during the journey to Mecca. The Bedouins are the terrors. If by any accident any one in the caravan fell back or could not keep pace, he or she is bound to be looted or killed. At Mecca we were supplied with all the necessaries on payment, but the motawwafs could not be shaken off. I returned by the steam-ship "Thibet" with my father, who is about 60 years old. Not knowing the actual charges incurred, I cannot say whether I have been overcharged at any place. When we were at Jeddah, nobody asked to see our passports with which we had provided ourselves at Bombay; yet we had to take another, a Turkish one, at this place. We paid 4 rupees for this per head (one Turkish passport attached). We did not go to Medina.

Taken by me,
(Signed) ABDUR RAHIM.

June 26, 1896.

Akmal Bibi, aged 60 years.—This year I went to the Hadj. I do not know the name of the steamer by which I went. I am a native of Pabna. This is my first pilgrimage. I had partly begged my way to Mecca. I have no complaints to make. The water at Camaran was brackish.

Taken by me,
(Signed) ABDUR RAHIM.

June 26, 1896.

Anar Kazi, aged about 50 years.—I am a native of Sherpur in Bogra. I made my first pilgrimage this year with my wife Roojan Bibi. We had about 600 rupees with us. We have spent nearly all, except a small sum to enable us to go to our country. I am a cultivator. The water at Camaran was bad and not sufficient. I have no other cause of complaint.

Taken by me,
(Signed) ABDUR RAHIM.

June 26, 1896.

Baroo Kazi.—I am a resident of village Santpur in the district of Bogra. I am 55 years old. I made my first pilgrimage this year. I have no complaints to make. I had about 300 rupees. My motawwaf was one Yasin. I went by rail from Calcutta. The steamer, the name of which I do not know, was overcrowded. I found no cooking place on board the steamer. I lived on parched rice, &c. I was detained at Camaran, where I paid 12·8 rupees. I cooked my meals there in the open like other pilgrims. We all laid down on the sand. The water supplied at this place was very salty, and I did not get enough. On the way from Jeddah to Mecca the pilgrims in our caravan appear to be in constant dread of being looted, wounded, or killed by Bedouins. At Mecca we got all necessaries to purchase, and along with others were all the time under the direction of our motawwaf. Everywhere fees had to be paid for visiting any holy spot.

Taken by me,
(Signed) ABDUR RAHIM.

June 26, 1896.

Moolaz Pramanik.—I am a native of Santpur, in Bogra, and 65 years old. I went with others from my village on a pilgrimage. I have got no complaints to make, but the water supplied at Camaran was not sufficient and brackish. Like others, I had to pay money to get permission to visit the holy places. I am a cultivator.

Taken by me,
(Signed) ABDUR RAHIM.

Jannat Ali.—I am a native of Madaripur, in Faridpur, and am 45 years old. I did the Hadj this year with some other people of my village. I have no cause of complaint. I am a petty shopkeeper. The water at Camaran was bad, and I received what I wanted.

Kasimuddin, of Madaripur, in Faridpur. I am 60 years old. I have nothing to complain of. I cannot say how much I paid where. My motawwaf paid for me. I paid him the money from time to time. The water at Camaran was brackish, and the pilgrims did not get a sufficient quantity of it. I do not wish to make any complaint against the Hakims (Rulers) of another place. I am a shopkeeper.

Taken by me,
(Signed) ABDUR RAHIM.

June 6, 1896.

Baroo Sheikh, of Madaripur, Faridpur, aged 45 years.—I have no complaint to make. The water at Camaran was not good. I went by rail from Calcutta and returned by steamer. I am a cultivator.

Taken by me,
(Signed) ABDUR RAHIM.

June 6, 1896.

Fajoo Sheikh, aged 50 years.—I am also a native of Madaripur. We (the aforesaid) three, along with others, did the Hadj this year for the first time. I have no complaint except that the water supply at Camaran was very bad. I have some lands in my district, on the income of which I live.

Taken by me,
(Signed) ABDUR RAHIM.

June 6, 1896.

Haji Muhammed Ismaïl, aged 45, of Arakan.—This is my second Hadj. The water at Camaran was bad. The ship by which I went had not sufficient accommodation for the passengers it carried on board. I cannot say what the ship is called. I forget its name. I had provided myself with a passport at Bombay, yet I had to take one at Jeddah. I have no other cause of complaint.

Taken by me,
(Signed) ABDUR RAHIM.

June 28, 1896.

Masim Rahman, aged 50 years.—I am a native of Arakan. I have no complaint. The water at Camaran was bad. We stayed here for ten or twelve days.

Taken by me,
(Signed) ABDUR RAHIM.

June 28, 1896.

Waijuddin, of Arakan, aged 55 years.—I am a native of Arakan. This is my second Hadj. We returned by steam-ship "Nadiri" and had gone by steam-ship "Husaini." On board both the vessels there was not sufficient space for the number of pilgrims they carried. We had not sufficient water. At Camaran, the water supply was brackish, and was insufficient in quantity. I am a shopkeeper. The broker nuisance was great at Jeddah. As soon as we landed, we ceased to be free agents. The pilgrims took us from place to place. During, and on journey from Jeddah to Mecca we were in constant dread of the Bedouins. If any person, by accident, happened to fall out of the caravan, he was sure to be subjected to loot, or run the risk of being wounded or killed. I have kept no regular accounts of the money I spent. At Mecca we were supplied with every necessary we paid for.

Taken by me,
(Signed) ABDUR RAHIM.

June 28, 1896.

Sheikh Molamdin, of Gopalpur, in Jessore, aged 65 years.—I am a cultivator. I did the Hadj this year. I have no complaint to make. The water at Camaran is saltish.

Taken by me,
(Signed) ABDUR RAHIM.

Hasmuddin, aged about 50 years.—I am a petty shopkeeper at Dacca. I have no complaints except that the water is brackish at Camaran.

Taken by me,
(Signed) ABDUR RAHIM,
Inspector of Police, Calcutta.

June 29, 1896.

No. 153.

Colonial Office to Foreign Office.—(Received August 31.)

Sir, *Downing Street, August* 31, 1897.

WITH reference to the letter from this Department of the 21st instant, inclosing copy of a telegram from the Governor of the Straits Settlements, and inquiring whether the Netherland Government have expressed their intention to ratify the Venice Sanitary Convention, I am directed by the Secretary of State for the Colonies to request you to move the Marquess of Salisbury to favour him with an answer to that letter as soon as possible, as Sir C. Mitchell has again telegraphed pressing for information on the subject.

I am, &c.
(Signed) FRED. GRAHAM.

No. 154.

The Marquess of Salisbury to Mr. Howard.

(No. 1. Commercial.)
(Telegraphic.) P.

Foreign Office, August 31, 1897, 6 P.M.

WITH reference to your despatch of the 11th June, have Netherland Government ratified the Venice Sanitary Convention, or have they expressed their intention to do so?

No. 155.

The Marquess of Salisbury to Mr. Howard.

(No. 18. Commercial.)

Foreign Office, August 31, 1897.

Sir,

I TRANSMIT herewith a copy of a letter which I have received from the Colonial Office,* inquiring whether the Netherland Government have ratified, or have expressed their intention of ratifying, the Venice Sanitary Convention.

I request that you will report whether any reply has been received to the note which you addressed to the Netherland Government on the 11th June, and, if not, that you will repeat the inquiry therein made.

I am, &c.
(Signed) SALISBURY.

No. 156.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received September 1.)

(No. 79. Commercial.)

Alexandria, August 18, 1897.

My Lord,

I HAVE the honour to forward herewith a copy of a report by Dr. Morrison on a meeting of the Quarantine Board, which was held on the 3rd instant, at which it was decided to remove quarantine measures against the Hedjaz, except in the case of belated pilgrims.

With regard to the refusal of the Board to grant the request of a group of cattle-dealers to be allowed, under certain conditions, to import 6,000 head of cattle into Egypt, I have the honour to state that these dealers have since begun proceedings in the Mixed Tribunal here against the Egyptian Government and the Quarantine Board, from whom they claim damages amounting to £ E. 24,000.

I propose to deal more fully with this subject in a subsequent despatch.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 156.

Dr. Morrison to Acting Consul-General Alban.

Alexandria, August 12, 1897.

Sir,

I HAVE the honour to send you the following report of the usual monthly meeting of the Quarantine Board, held on the 3rd August:—

Affair of the "Southend."

The English Delegate complained that in the "Journal Égyptien" and in the "Phare d'Alexandrie" had appeared details of this case, which were an exact reproduction of the *procès-verbal*, although such communication to the press had been many times

* No. 149.

protested against by the Board. The President replied that, after inquiry, no one in the Administration admitted the communication of the information, and that he was not in a position to say how it was acquired by the newspapers.

News from Jeddah.

No new cases of plague were declared at Jeddah after the 6th July, either in the town itself or in the lazaret, though one death on the 8th July (an old case) occurred in town.

The State of Tor.

The President gave a long account of his visit to Tor in July. He was accompanied on his visit by Dr. Gaffky, Professor of Bacteriology at the University of Giessen, by Dr. Wichert, a Russian Delegate, and by Dr. Morrison, English "Médecin Sanitaire" on the Quarantine Board.

These four doctors, immediately on their arrival at Tor, began an inspection of the camp and an inquiry into the cases of plague already reported to the Board by the Superintendent of the camp, Dr. Zachariades. The result, the President announced, was that of all the cases that had been declared it is probable that one only was a real case of plague, and that the others were due to the unseemly haste and ignorant assurance of the bacteriologist of the camp, who found the plague bacillus everywhere.

The doctors examined carefully the whole hospital, with which they were extremely satisfied, and the President said that congratulations were due to the Director of the hospital, Dr. Gauthier, and to the Director of the entire camp, Dr. Zachariades.

The French Delegate said that the difficulties and troubles of diagnosis arose from the fact that no one there had ever seen a case of plague. A proposal had been made to send some representatives of the Board to Bombay, but the proposal was not accepted. Had, for example, Dr. Zachariades been sent to Bombay he would have been in a position to settle the diagnosis at once.

Quarantine against Jeddah.

As no new case of plague had occurred at Jeddah since the 6th July—that is, for four weeks—and as quarantine had been abolished by the Ottoman Government against the Red Sea, the President proposed, and the Board accepted, the suppression of quarantine against arrivals from the Red Sea in Egyptian ports, except in the case of pilgrims.

Close of the 1897 Pilgrimage.

The President announced that, as the holy carpet had already arrived in Cairo, the 1897 pilgrimage might be considered as ended. He proposed that pilgrims arriving late should be sent to Tor only, and that the equipment and the personnel of Abou Zoulina be sent to Tor, while Abou Zoulina itself should be closed. The Board accepted.

Quarantine against Syrian Cattle.

The Board now proceeded to discuss a letter addressed to the President and the members by Messrs. A. Dervien and Co. and Telemat Frères regarding the Resolution come to by the Board on the 31st December, 1896, forbidding the entry into Egypt of Syrian cattle.

Those merchants, in their letter, formulated the following propositions:—

1. That they have 6,000 head of cattle at Alexandretta, where they have arrived after a journey of seven months; that the animals are not Syrian, but Persian.

2. That those animals have carefully avoided all contaminated districts in their journey from Persia to Syria.

3. That the health of the animals at Alexandretta now is excellent.

4. That in Syria there rages in the months of May and June a temporary disease extremely like typhus and mistaken for it, but a disease that, in reality, is due to the

consumption of a poisonous plant, which disappears—plant and disease both—as soon as the hot summer weather commences.

To prove the foregoing four propositions, the merchants were prepared to ask the Board to nominate a veterinary surgeon, who would proceed to Syria under the orders of the Board, but entirely at the expense of the merchants, to verify the above four propositions.

The Chief Veterinary Surgeon (Mr. Littlewood) proceeded at once to the discussion of the proposals mentioned. He began by expressing a regret that this subject had again cropped up, seeing that it had already been decided not to discuss it further until the Mex quarantine parks were finished. Mr. Littlewood said that he was charged, in the name of the Egyptian Government, to oppose the consideration of the proposals of the cattle-dealers, and to ask the Board to maintain its decision of the 31st December, 1896. In such matters the said private interests must be subordinated to the well-being of the public.

Mr. Littlewood then took up seriatim the four proposals of the dealers:—

1. With regard to the proposal to send a veterinary surgeon to certify that the animals at Alexandretta are not really Syrian, Mr. Littlewood replied that he did not see the use of it, for it matters not whether the cattle embarked in Syria are really Syrian. As a matter of fact, the animals come from Persia, Bagdad, and Asia Minor; but typhus is endemic in Syria and Asia Minor, and may easily be communicated by the animals of those countries to other countries in commercial relations with them.

2. The dealers want a veterinary surgeon to assure himself that the animals have not traversed an infected country. This, said Mr. Littlewood, is quite useless, seeing that they are now in an infected country. Besides, no veterinary surgeon would ever be able to examine districts through which during seven months the animals had come. The work would be endless. Probably the sanitary authorities of the districts would not help in any way, either in escorting the expert or in helping to get at the truth of the matter. Most likely they would look on such a mission as meddlesome and vexatious.

3. With reference to the invitation to examine into the health of the animals at present at Alexandretta, the Government were not disposed to nominate any one as veterinary inspector for the cattle-dealers. Besides, Mr. Littlewood was not prepared to accept such inspection as a guarantee that the animals could not introduce the disease into this country; for in countries where typhus is endemic an animal might get the disease in a mild form, and yet introduce it into a strange district in a virulent form. Instances of this occurred last year in the quarantine parks here.

4. The pretension of the dealers that in Syria a temporary illness, something like bovine typhus, but really due to some herb, is mistaken, for real typhus, was disposed of by Mr. Littlewood in a few sarcastic sentences.

In conclusion, Mr. Littlewood asked the Board to reject the request of the cattle-dealers.

The Delegate for France said that a "Règlement" was drawn up by a Commission (of which Mr. Littlewood was a member), and approved by the Board. In this Règlement permission is given to allow the slaughter of animals coming from typhus-infected districts. But the Board decided that until parks were constructed at Mex (so that the animals should not have to pass through the city of Alexandria), they should provisionally disallow the importation of such animals. Of course the Règlement exists. It is not abolished. Now, these cattle-dealers, said the French Delegate, are prepared at their own expense to construct quarantine parks.

He accordingly proposed:—

(*a.*) That these temporary parks be made by the dealers, and taken over when finished by a Committee of the Board (Mr. Littlewood to be a member).

(*b.*) That the cattle be imported in small numbers, and that they be examined. If a case of typhus were found, then that the whole troup should be considered infected, and destroyed (as the Règlement proposes), without the owners being able to claim an indemnity.

The Veterinary Inspector replied that it is useless to make the dealers construct parks, which would cost them about £E. 4,000. Besides, the Government needs the unoccupied land at Mex for the construction of parks, and is of opinion that the question should be discussed when the Government has finished the construction of the parks.

The Ottoman Delegate supported the proposals of the French Delegate. He said that typhus is not endemic in Syria, but only frequent; that it does not exist in Asia Minor as an endemic disease, and not even as a common disease, and that it is the affair of the cattle-dealers to find ground at Mex.

The President was asked when the Government hoped to finish the parks, and replied that they would be completed before next March.

The Sanitary Inspector of Alexandria said that even if the dealers constructed model parks he would still be opposed to it, as likely to become a troublesome precedent.

The Dutch Delegate said that nevertheless the Board had allowed Cyprus merchants to construct parks at Port Saïd, to which the Swedish Delegate replied that the parks at Port Saïd were for animals coming from Cyprus (which is not an infected port), and not from localities where typhus is constantly raging.

The President said that the proposals of the cattle-dealers must be rejected, as at bottom it turned merely on a pecuniary question, and their acceptance would give serious inconvenience.

The Board then divided on the amendment of the Delegate for France.

For the amendment there voted—

Delegate for Turkey	5
" France	
" Spain	
" Portugal	
" Russia	

Against the amendment—

Delegate for England	9
" Sweden and Norway	
" Belgium	
" Austria	
" Germany	
" Greece	
Sanitary Inspector, Alexandria	
Inspector-General, Board	
Veterinary Inspector	

Did not vote—

Delegate for Holland	3
" Italy	
" Denmark	

Thus by 9 votes against 5 the amendment of the French Delegate and with it the proposals of the cattle-dealers were rejected.

Members of the "Commission Permanente" voted by ballot for the next three months—

Dr. Demech } Actual Members.
Dr. Morrison }
Dr. Fancarol } Acting Members.
Mr. Alban }

Acting Members of Finance Committe voted by ballot—

Mr. Alban to replace Dr. Duca.
Dr. Morrison to replace Mr. Oppenheimer.

The rest of the business concerned only granting of leave and consequent necessary transfer of employés.

I have, &c.
(Signed) ARTHUR MORRISON.

No. 157.

*Mr. Howard to the Marquess of Salisbury.**—(*Received September* 1, 3·18 P.M.)

(No. 1. Commercial.)
(Telegraphic.) P. *The Hague, September* 1, 1897, 2·12 P.M.

THE Venice Sanitary Convention has not as yet been ratified by the Netherland Government, but will be submitted to the Chambers when they meet towards the end of the month, for ratification. I am informed that its passage is assured.

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* Sent to Colonial Office, September 1, 1897.

No. 158.

Mr. Howard to the Marquess of Salisbury.—(Received September 2.)*

(No. 58. Commercial.)

The Hague, September 1, 1897.

My Lord,

WITH reference to my telegram No. 1, Commercial, of to-day, I have the honour to report that I was informed at the Ministry for Foreign Affairs this morning that the Netherland Government desired the ratification of the Venice Sanitary Convention, and that it would be submitted with this object to the States-General as soon as they meet on the 21st instant.

I was also told that the question of amending the Pilgrim Traffic Regulations in conformity with the provisions of this Convention had been referred to the Government of Netherlands India in June last, and that as no reply had been received from them, they had been requested a fortnight ago, by telegraph, to send an answer as soon as possible.

In connection with matters relating to the Venice Convention, I may add that on the 22nd ultimo I received the following telegram, which, presuming that it was sent by the Home Department of the Government of India, I communicated to the Netherland Government:—

"*Simla, August* 22, 1897

"Plague having ceased there, 'Karach' declared healthy within meaning Chapter 2, section 2, Venice Convention."

I have, &c.

(Signed) HENRY HOWARD.

No. 159.

India Office to Foreign Office.—(Received September 3.)

India Office, September 2, 1897.

Sir,

WITH reference to previous correspondence on the subject of the pilgrim traffic to the Hedjaz, I forward herewith copy of a letter from the Government of India expressing their opinion in regard to several points, which they have explained in detail, connected with the Paris and Venice Conventions.

In laying these papers before the Marquess of Salisbury, I am to request that you will state that Lord George Hamilton proposes, with his Lordship's concurrence, to approve the views and recommendations therein contained.

I am, &c.

(Signed) HORACE WALPOLE.

Inclosure 1 in No. 159.

The Government of India to Lord G. Hamilton.

Simla, July 21, 1897.

My Lord,

WE have the honour to acknowledge the receipt of your Lordship's despatch and telegrams noted in the margin,† on the subject of the ratification of the Paris Sanitary Convention of 1894. In the telegram of the 16th February your Lordship stated that, in view of the strong representations from foreign Governments, and in deference to the urgent opinion of the Foreign Office, you had determined to agree to the ratification of the Convention by Her Majesty's Government, subject to the three reservations suggested by the French Government, namely: (1) that Indian pilgrims should not be compelled for the present to prove the possession of sufficient means for

* Copy to Colonial Office, September 2, with reference to their letter of August 31, 1897.

† Telegram dated February 16, despatch dated March 4, and telegram dated March 9, 1897.

the pilgrimage and the return journey; (2) that the minimum between-deck space for Indian pilgrims, whether adults or children, should be 16 square feet instead of 2 square metres; and (3) that the Regulations regarding the Persian Gulf should not apply to the British and Indian Governments or to British and Indian vessels. In the despatch of the 4th March you communicated to us a copy of correspondence, explaining in greater detail the reasons which led to the decision that the Convention should be ratified by Her Majesty's Government. The telegram of the 9th March informed us that the Turkish Government had announced its accession to the Convention, subject to four reservations, the nature of which was not known. Your Lordship promised to send a further communication on the subject.

2. We forward, for your Lordship's information, a copy of our Circular letter, announcing the ratification of the Convention, and a copy of a Notification dated the 18th June, publishing, prior to their issue, the modifications in the Rules issued by the Governor-General in Council under "The Pilgrim Ships Act, 1895," necessitated by the ratification. The effect of the amending Notification is as follows:—

(1.) The minimum space to be made available for each pilgrim on the upper between-deck is fixed at 16 superficial feet, instead of 12 superficial feet.

(2.) Two children between the ages of 1 and 12 years may no longer be counted as one pilgrim in the computation of pilgrims for the purposes of the Act and Rules.

(3.) Part B, Section 1, Article III of the first Annex of the Convention, requires every pilgrim ship on entering and leaving the Red Sea to conform to the provisions contained in the "Special Regulation applicable to the Pilgrimage in the Hedjaz," published by the Constantinople Board of Health, in accordance with the principles enunciated in the Convention. This Article of the Convention must be posted in the pilgrim ship.

3. Paragraph 5 of the draft Circular alluded to above explains the reasons why, in three respects, the Rules framed under the Pilgrim Ships Act have not as yet been modified to bring them into accord with the Convention. In accordance with the decision arrived at in correspondence with your Lordship on the subject, we do not propose to alter the Rule which states that the cost of the pilgrims' tickets shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah, until the Turkish Government recognizes the three-fold classification of ships, and ceases to detain all Indian pilgrim ships for ten days' quarantine, charging each pilgrim a fee of rupees 12 : 8 for the period of detention. The Venice Conference of March last having accepted the Rule framed under the Indian Pilgrim Ships Act with respect to the provision of hospital accommodation, we understand that it is not necessary to alter that Rule in order to bring it into accordance with the Regulation of the Paris Convention. Lastly, as was explained in paragraph 26 of our Sanitary despatch No. 11, dated the 9th October, 1895, we do not consider it practicable or necessary to compel Mahommedan females to give their names for inclusion in the list which the captain is required to keep under Article IX, section 2, Annex I (B) of the Convention. Your Lordship accepted this view in paragraph 6 of despatch dated the 5th December, 1895.

4. We also trust that your Lordship will not consider it necessary that we should alter our Rules on the suject of the supply of pilgrims' food to bring them into exact conformity with the Convention. Article 7 (*c*) of Section II, Annex I (B), of the Convention, requires that sufficient food shall be stored on board for all the pilgrims and for the entire duration of the voyage. This provision is repeated in Rule 31 of the Rules under the Pilgrim Ships Act; but that Rule is qualified by section 18 of the Act itself, which provides that the requirements of the Act shall not apply so far as regards the supply of food for any pilgrim who himself brings on board food of the prescribed quality and in the prescribed quantity. The reason of this proviso is explained in paragraph 22 of our despatch of the 9th October, 1895, in which we informed your Lordship that we were satisfied that a provision compelling pilgrims to take food provided on the ship would be regarded with aversion, especially by the poorer and less educated classes of Mahommedans. We still hold this view, and we hope that the provisions of section 18 of the Act, and Rule 31 of the Rules framed under the Act, will be considered as complying sufficiently with the requirements of the Convention.

5. There is one further point which it is necessary to bring to your Lordship's notice. It is stated in section 5, clause (1) of the Pilgrim Ships Act, that a "pilgrim" does not include a child under 1 year of age. There is no corresponding provision in the Regulations of the Paris Convention; and it is laid down in Article 13

of Annex I (B), that the prescribed minimum space must be reserved for each individual whatever his age. It was explained in paragraph 17 of our despatch of the 9th October, 1895, that it appeared to us impossible that the Convention intended to demand that a space of 2 square metres should be reserved for each infant in arms. We consider that it would be most undesirable to further increase the space requirements by the unnecessary reservation of space for infants in arms, and we therefore trust that your Lordship will not consider that the definition of a pilgrim in section 5 (1) of the Act must be changed.

We have, &c.

(Signed) ELGIN.
G. S. WHITE.
J. WESTLAND.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

Inclosure 2 in No. 159.

Notification.

THE following drafts of certain Notifications, which it is proposed to issue in exercise of the powers conferred by section 5, clause (1), section 19, sub-section (1), and section 58, respectively, of "The Pilgrim Ships Act, 1895" (XIV of 1895), are published for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration by the Governor-General in Council on or after the 19th July, 1897.

2. Any objection or suggestion which may be received from any person with respect to the drafts before the date aforesaid will be considered by the Governor-General in Council.

Draft Notification No. 1.

In exercise of the power conferred by section 5, clause (1), of "The Pilgrim Ships Act, 1895" (XIV of 1895), the Governor-General in Council is pleased to cancel the Notification of the Government of India in the Home Department, No. 261, dated the 5th October, 1896.

Draft Notification No. 2.

In exercise of the power conferred by section 19, sub-section (1), of "The Pilgrim Ships Act, 1895" (XIV of 1895), and in supersession of the orders contained in the Notification of the Government of India in the Home Department, No. 260, dated the 5th October, 1896, the Governor-General in Council is pleased to order that every pilgrim ship shall contain at least 16 superficial feet and 96 cubic feet of space available for each pilgrim in the between-deck on which he is accommodated.

Draft Notification No. 3.

In exercise of the powers conferred by section 58 of "The Pilgrim Ships Act, 1895" (XIV of 1895), the Governor-General in Council is pleased to direct that the following amendments shall be made in the Rules published in the Notification of the Government of India in the Home Department, No. 262, dated the 5th October, 1896:—

1. In Rule 74, after the word "Rules" the following shall be inserted, namely:—"and of Articles 3 and 31 to 41 (both inclusive) set forth in Part B of Annex I to the Paris Convention of 1894."

2. In Form VI, for the statement headed "Pilgrims," the following shall be substituted, namely:—

PILGRIMS.

	Names of Male Pilgrims.			Number of Female Pilgrims.			Number of Infants (if any) under 1 year of age accompanying Pilgrims entered in preceding Columns.		
	1st Class.	2nd Class.	Lowest Class.	1st Class.	2nd Class.	Lowest Class.	1st Class.	2nd Class.	Lowest Class.
Total									

(Signed) J. P. HEWETT,
Secretary to the Government of India.

Simla, June 18, 1897.

Inclosure 3 in No. 159.

The Government of India to the Governments of Bombay, Madras, and Bengal.

Sir,

Simla, June 18, 1897.

IN paragraph 6 of my letter dated the 1st June last, forwarding, for the information of the Government of Bombay, Madras, and Bengal, a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague, it was stated that the portion of the Convention containing the Rules regarding pilgrim ships would be dealt with in a separate communication. I am now to address you both on this subject and on the subject of the General Regulations controlling the pilgrim traffic laid down in the Paris Convention of 1894.

2. A copy of the Paris Convention was forwarded to the Government of Bombay, Madras, and Bengal, with my letter dated the 9th October, 1894, which discussed the terms of the Convention and explained the grave objections taken by the Government of India to several of its Regulations. A long correspondence ensued between the Government of India and Her Majesty's Secretary of State, and between the Government of India and the Maritime Local Governments. The outcome of this correspondence was that Her Majesty's Government postponed the ratification of the Convention, and that the Pilgrim Ships Act, No. XIV of 1895, was passed by the Governor-General in Council, and a set of Rules framed under the Act and published in the Notifications of the Government of India in the Home Department, Nos. 260–262, dated the 5th October, 1896. These Rules were framed so as to conform to the Regulations of the Paris Convention except in the matters with regard to which the Secretary of State had agreed with the Government of India that they should not be inforced in the case of Indian pilgrims.

3. The Government of Bombay, Madras, and Bengal, are aware that when the plague epidemic became severe in Bombay the greatest anxiety was experienced in Europe, and that the Continental Powers began to introduce restrictive Regulations which threatened to have a most disastrous effect on Indian trade, and to impose most serious obstacles to intercourse between India and Europe. About the time that the Conference assembled at Venice for the purpose of regulating these matters, the Austrian and French Governments urgently insisted that, in view of the danger to Europe caused by the existence of plague in India, Her Majesty's Government should ratify the Paris Convention.

This Her Majesty's Government decided to do subject, however, to three reservations, namely: (1) that Indian pilgrims should not be compelled to prove the possession of sufficient means for the pilgrimage and the return journey until, in the opinion of the Government of India, local circumstances permit; (2) that the minimum between-deck space for Indian pilgrims, whether adults or children, should be 16 square feet instead of 2 square metres;

and (3) that the Regulations regarding the Persian Gulf should not apply to the British and Indian Governments, or to British and Indian vessels. A copy of the correspondence leading up to the ratification of the Convention is attached to this letter. The Rules for the control of pilgrim traffic contained in the Regulations to guard against the spread of plague framed by the recent Sanitary Conference held at Venice follow those of the Paris Convention, but modify them in the sense of the three reservations made by Her Majesty's Government in ratifying the Paris Convention, and also adopt the Rules issued by the Government of India with respect to hospital accommodation on board pilgrim ships. Subsequent to the ratification by the English Government, the Turkish Government also consented to ratify the Convention, subject to four reservations, the details of which have not yet been communicated to the Government of India.

4. With this letter is forwarded a copy of a Notification publishing prior to their issue the modifications in the Rules issued in Home Department Notifications Nos. 260–262, dated the 5th October, 1896, necessitated by the ratification of the Convention. The effect of the amending Notifications is as follows:—

(1.) Sixteen superficial feet is substituted for 12 superficial feet as the minimum space to be made available for each pilgrim on the upper between-deck.

(2.) Two children between the ages of 1 and 12 years may not be counted as one pilgrim in the computation of pilgrims for the purposes of the Act and Rules.

(3.) Part (B), section, 1 Article 3, of the first Annex of the Convention requires every pilgrim ship on entering and leaving the Red Sea to conform to the provisions contained in the "Special Regulation applicable to the Pilgrimage to the Hedjaz" published by the Constantinople Board of Health in accordance with the principles enunciated in the Convention. This Article of the Convention must be posted in the pilgrim ship.

5. In certain respects the Rules have not as yet been modified in accordance with the Convention for the reasons explained below:—

(1.) Article 30 of Part (B), section 3, of the first Annex of the Convention requires the captain to pay the whole amount of the Sanitary taxes, which are to be included in the price of the ticket. Rule 66 of the Rules published in Home Department Notification No. 262, dated the 5th October, 1896, states that the cost of the ticket shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah. This Rule cannot be modified until the Turkish Government recognizes the three-fold classification of ships and ceases to detain all Indian pilgrim ships for ten days' quarantine charging each pilgrim a fee of rupees 12 : 8 for the period of detention.

(2.) Article 24 of Part (B), section 3, of the first Annex of the Convention prescribes space for hospital accommodation in excess of the space prescribed in Rule 53 (1) of the Rules published in Home Department Notification No. 262, dated the 5th October, 1896. The recent Venice Convention has, however, adopted the Rule framed by the Government of India which need not therefore be altered.

(3.) Article 9 (1) of Part (B), section 2, of the first Annex of the Convention states that the captain may not depart without a list indicating the names, sex, and total number of pilgrims he is authorized to embark. The second portion of Form VI appended to the Rules issued in Home Department Notification No. 262, dated the 5th October, 1896, which the master of the vessel is bound to cause to be prepared under Rule 71, only requires the number and not the names of female pilgrims to be stated. It would not be possible to require Indian Mahommedan females to give their names.

I have, &c.
(Signed) J. P. HEWETT,
Secretary to the Government of India.

No. 160.

India Office to Foreign Office.—(Received September 3.)

India Office, September 2, 1897.

Sir,

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Villiers' letter of the 12th ultimo respecting the best means of lighting the Red Sea, and to inform you that Lord George Hamilton would be glad to learn in due course what further steps have been taken in this matter.

I have, &c.
(Signed) HORACE WALPOLE.

No. 161.

India Office to Foreign Office.—(Received September 3.)

India Office, September 2, 1897.

Sir,

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Curzon's letter of the 7th August, inviting observations upon Dr. Dickson's remarks therein inclosed.

As regards the lazaret at the entrance to the Persian Gulf, the assent of the Venice Conference was given to the measure in question, and in these circumstances the matter cannot, of course, be reopened. I am, however, to point out that in the letter to the Foreign Office of the 2nd March last it was expressly stipulated that the acceptance of the proposals on this head was conditional on the understanding that the arrangement should be temporary during the prevalence of the plague in the ports of Western India.

Lord George Hamilton, therefore, is of opinion that this proviso should not be lost sight of, and trusts that when the plague becomes altogether extinct steps will be taken to modify an arrangement, which was not understood to be of a permanent nature.

With reference to the suggestion that steps should be taken to prevent as far as possible the assumption by certain members of the Constantinople Board of Health of an undue degree of influence, I am to state that, while the position of affairs may be regrettable, it is not apparent what steps could be adopted to remedy the evil; and, indeed, Dr. Dickson does not make any specific proposals in this direction.

I am, &c.
(Signed) HORACE WALPOLE.

No. 162.

The Marquess of Salisbury to Mr. Howard.

(No. 20. Commercial.)

Sir,

Foreign Office, September 3, 1897.

WITH reference to the last paragraph of your despatch No. 58, Commercial, of the 1st instant, I have to inform you that under the provisions of the Venice Sanitary Convention the Governments of the countries parties to the Convention notify to each other the outbreak or cessation of the plague in their respective territories.

It was in conformity with this regulation that the Government of India telegraphed to you in the terms you report.

I am, &c.
(Signed) SALISBURY.

No. 163.

Mr. Rodd to the Marquess of Salisbury.—(Received September 4.)

(No. 41. Commercial.)

My Lord,

Cairo, August 26, 1897.

I HAVE the honour to transmit to your Lordship copy of a despatch which I have received from the British Delegate on the Egyptian Quarantine Board drawing attention to an article purporting to be written by a late ship's surgeon in the "Practitioner."

There is but little attempt at disguise in this anonymous article, and the circumstances attending the recent quarantining of the Peninsular and Oriental steam-ship "Caledonia" at Marseilles are so fresh in the public memory that no doubt can be entertained either of the identity of the ship referred to or of the writer.

The article in question was brought to Mr. Alban's notice by the Dutch Delegate on the Quarantine Board.

Apart from the general bad taste of the article itself and the vague charges of corruption which are insinuated throughout against Quarantine officials, the writer makes certain statements which, I think, are seriously calculated to increase that feeling of suspicion with regard to the attitude of British officers which, as your Lordship is aware,

has unfortunately grown up among the foreign members of the International Board at Alexandria.

Without wishing to rake up cases that have been disposed of in past years, in which the good faith of British medical officers and ship's masters has been called in question, of which, however, a sufficient number have been brought to your Lordship's attention, I may point out that the fact of such cases having occurred has led to a most jealous scrutiny of the conduct of those responsible for the declaration put in by British ships, and I cannot but think that the tone of the article in question, if it were brought officially to the notice of the Board, written as it is by one who has held a responsible position in one of the principal British lines, would go far to increase this suspicion and the rigour of the scrutiny to which British ships are subjected.

The writer's own account of what he considered a sufficient diagnosis of a case which on the last page he admits may have been plague, the *onus probandi* resting on those who might question his diagnosis, and the statement on p. 46 that "everything is to be gained by concealment, sometimes by captains, and even by doctors" with the rest of the context, are thoroughly calculated to do all the mischief they can do in a body whose powers for obstruction are considerable and whose resentment of British independence has frequently made itself felt.

At the present time the tone of the Board generally is more friendly to us than it has been for many years past, and it is most desirable that this spirit should be maintained, and that British masters and medical officers should, by their loyal attitude, contribute to a better understanding.

Under these circumstances I have thought it worth while drawing attention to a publication which, in the interests of British shipping, is much to be regretted.

I have, &c.
(Signed) RENNELL RODD.

Inclosure in No. 163.

Vice-Consul Alban to Mr. Rodd.

(No. 86.)

Alexandria, August 21, 1897.

Sir,

I HAVE the honour to forward herewith a copy of the "Practitioner" for July last, which contains on p. 42 an article entitled "An example of Quarantine before the late Venice Conference," purporting to be written by a late ship's surgeon.

Although the article is anonymous, and the name of the vessel of which the writer was surgeon is altered, the internal evidence conclusively shows to me, as it would to any member of the Quarantine Board, that the vessel whose experiences are related is the "Caledonia," belonging to the P. and O. Steam Navigation Company.

The article is not only written in the worst possible taste, but it suggests dishonesty on the part of the writer, for although he did not declare as suspicious either of the cases which occurred on board during the two voyages to which he refers, he hints that they were really cases of plague, and the general tone of the article suggests that ships' surgeons naturally deceive the quarantine authorities.

The writer also makes absolutely untrue statements as regards the Moses' Wells Quarantine Station, in connection with a case of small-pox which occurred on board. These statements are particularly uncalled-for, seeing that, as stated in my report inclosed in Sir C. Cookson's despatch No. 20, the Quarantine Board, at the request of the P. and O. agent, took special trouble to arrange for the landing of the patient, the authorities at Aden having refused to accept him. The arrangements made by the Board, which included the vaccination of sanitary guardians and of the crew of the sanitary boat which was to convey the patient, turned out to be unnecessary, as on the arrival of the "Caledonia" he declined to land.

In connection with this matter, I have the honour to refer to my report of the 30th March last, and to state that, though the majority of ships' surgeons are conscientious and honourable men, who do their duty under very difficult circumstances, one or two exceptions, like the writer of the article in question, do infinite harm to the reputation of British shipping, and create a feeling of mistrust which militates against any relaxation of quarantine rules. The P. and O. Company would be, I know, the first to condemn the behaviour of, and to punish, if it were in their power, the writer, who is, I understand, a certain Dr. Maidlow, but they can do nothing, as he is no longer in their service.

The article in question was first brought to my notice by the Dutch Delegate of the Quarantine Board, and I have no doubt that other Delegates know of it, and that some day or other it will probably be made use of against us at the Board.

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 164.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received September 4.)

(No. 80. Commercial.)

My Lord, *Alexandria, August* 25, 1897.

I HAVE the honour to forward herewith a copy of a report by Dr. Morrison on an extraordinary meeting of the Quarantine Board held on the 11th instant, at which it was decided, on the proposal of the Egyptian Government, to extend the prohibition of the importation of Syrian animals to Asia Minor up to the Dardanelles.

The principal opposition to the measure was on financial grounds, the revenue derived by the Board from the cattle trade being considerable. The estimated deficit on the Budget for this year will probably be considerably increased by these recent measures of prohibition, and it seems only fair that the Egyptian Government should make up the deficit attributable to measures adopted entirely in its own interest, more especially as in calculating the annual sum payable to the Board by the Egyptian Government, the average revenue hitherto derived from cattle and sheep was taken into consideration.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 164.

Dr. Morrison to Acting Consul-General Alban.

Sir, *Alexandria, August* 18, 1897.

I HAVE the honour to report as follows regarding the extraordinary meeting of the Quarantine Board held on the 11th day of August.

The meeting was called at the instance of Mr. Littlewood, the Chief Veterinary Inspector, and the object of the meeting was to propose the extension of the prohibition of animals from Syria to include their prohibition from Anatolia and Caramania (Asia Minor).

Mr. Littlewood had already distributed to the members of the Board a statement of his reasons for proposing this further prohibition. The reasons, briefly put, were as follows:—

1. As typhus exists frequently, even in endemic form, in Syria and Syrian ports, Caramania and Anatolia, from their geographic proximity to Syria, if they are not already infected, are liable to infection.

2. At present there is in Alexandretta (a Syrian port) a large number of animals that have come from Persia, Bagdad, and the Valley of the Euphrates; these are the countries from which is ordinarily drawn the supply of animals for Egypt. Now, as there is quarantine prohibition against the Syrian ports, the animals above mentioned and the future supply from the same source would be simply sent to Asia Minor instead of Syria for importation into Egypt.

3. Egypt of all countries is least able to stand the introduction of typhus, for not only would a large number of animals be lost but agriculture generally would thereby be brought to a standstill. Besides, Egypt does not require the importation of much meat; why, therefore, risk with such unnecessary importation the introduction of bovine typhus? A severe lesson has been given in South Africa of the seriousness of this disease; the appearance of it in Egypt would ruin the sole industry of this country agriculture.

4. England, Germany, Austria, France, and Italy permit no cattle trade with countries where typhus is common; why, therefore, should Egypt not follow in this matter such illustrious examples? Why should Egypt go against the advise of her veterinary authorities?

5. The quarantine parks are not in a fit state to receive animals; in their present

condition they are a danger to imported animals, the danger of infection increasing in proportion to the number of animals imported.

6. The latest reports from France and Italy are to the effect that the trade in cattle and in fresh skins between Egypt and those countries is forbidden, though no contagious disease exists in the country. This prohibition is doubtless due to the fact that Egyptian ports are constantly infected with various contagious diseases in consequence of their trade with Asia Minor. Egypt itself does not admit the import of fresh hides for fear of introducing disease with them. It is certain that if the ports of this country were free from contagious disease there would be a large and profitable trade in hides; it is unjust to let the trade of the country suffer merely to encourage, for the benefit of dealers, a dangerous cattle trade with Asia Minor.

At the Board meeting on the 11th August Mr. Littlewood drew the attention of the members to the above communication, and proceeded to move that the prohibition of the importation of animals from Syria be extended to Asia Minor. Mr. Littlewood further said that with the consent of the President of the Board he had asked for the opinion on the subject of Mr. Millerand (the Veterinary Surgeon of the Alexandria quarantine parks). This report was read, and was, shortly, to this effect:

All veterinary legislation in Europe for preventing the introduction of typhus is based on—

(*a*.) The prohibition of cattle coming from a country where typhus rages.

(*b*.) The application of this same prohibition to animals coming from countries that have no regular veterinary service or that do not take necessary precautions to protect their own territory against infected districts. What is good for Europe is good for Egypt. Now Syria is a repository of all the contagious diseases of animals, and Asia Minor with its islands have no regular sanitary veterinary service. So that nothing would be less astonishing than to see disease coming from such ill-protected districts.

From an economic point of view, there is always a possible supply near at hand from Cyprus, Tripoli, and Tunis. The meat from these countries is much superior to the meat from Asia Minor. The latter is detestable, and, though it is fairly cheap, in reality considering its quality, it is much too dear. Even if the meat from Cyprus were a little dearer, consumers would not at all complain, and Egyptian farmers would pay more attention to cattle-breeding.

In short, the proposition of Mr. Littlewood is an elementary measure of prudence, for every arrival of cattle from Asia Minor is considered by Mr. Millerand as a danger gratuitously incurred by Egypt. While from the economic point of view he looked upon it as a happy proposal, for it would (in the way already mentioned) reconcile the often conflicting interests of producers and consumers.

The Turkish Delegate (Dr. Duca) then said:—

"Before discussing Mr. Littlewood's communication, I must draw the attention of the Board to a matter closely related to his proposal. I refer to the financial side of the question. In drawing up the Budget for this year, the Committee of Finance estimated a probable sum of £ E. 6,018 for dues on animals, under three heads—dues on the cattle in quarantine, dues for the detention of animals, and water dues. Besides, the Committee made the following remark: 'The existence of animal typhus in Syria will doubtless produce a deficit.' However, one must not make too much of this, as larger cattle produce only a part of the receipts, and as the importation of sheep will partly make up the difference. However, this compensation was realized only up to June, for at that date the Board decided to keep out sheep also. Then the loss began to be felt. In fact, the importation of sheep, which in April gave a sum of P. T. 11,579, and in May, P. T. 14,905, only reached the figure P. T. 6,494 in June, although, according to the Estimates, it ought to have increased.

"It is plain, therefore, that the importation of animals has diminished, and has caused a deficit which up till now amounts to nearly £ E. 1,000. It is evident that this deficit will go on increasing if Mr. Littlewood's proposal is voted. To make up the loss, one must choose one of two methods: either that the Government consent to indemnify us, or that the Board establish a new tax. I am the first to declare that we must not dream of the second means. With regard to the loss, mentioned by Mr. Littlewood, entailed on the dues on hides, that is a hypothesis on which one must not depend. In reality, the prohibition against sheep, which number about 100,000 annually, will do harm to the trade in hides.

"I shall end, Gentlemen, by proposing, as an amendment to Mr. Littlewood's motion, to request the President to ask the Government if it will make up the deficit that may arise from the proposed measure of prohibition. The matter could be adjourned till the Government send their reply."

On this amendment of the Turkish Delegate a long discussion arose.

Mr. Littlewood, of course, replied that the object of the meeting of the Board was to discuss his proposal to take further measures to keep bovine typhus out of Egypt; but that there could be no objection to having the financial side of the question discussed at a subsequent meeting.

Dr. Duca said that the animals had been freely admitted into this country for years, and that surely the motion of Mr. Littlewood could stand over for a week or so, till the financial problem was solved. The Government, after having accorded us, on the basis of our average expenses of the last three years, a sum of £ E. 7,000. may not consent to make up new deficits. Accordingly, it would be better to make the state of matters clear by an appeal to the Government, who alone could remedy this condition of affairs.

The English Delegate said that the question of public health must not give way to the financial question. Whenever the Board had to decide a question of imposing or removing quarantine, it never stopped to consider the matter of cost. In this case it was not a question of making a new quarantine station, where the financial aspect might prodominate; we must limit ourselves to the discussion of Mr. Littlewood's motion, leaving the money side to be taken up afterwards.

The views of the English Delegate were supported by the Delegate for Sweden and Norway, and by the Medical Officer of Health for Alexandria. The latter was sure that the Government would take into consideration the circumstances of the case.

The Delegate for Holland (Dr. Demech) supporting the financial scruples of Dr. Duca, wanted more explicit information about creating new dues. Up till now the Government had always made up our deficit from the ports and lights; this amounted to a new tax on navigation, which Dr. Demech was sure could not be allowed.

The Acting President (Dr. Ardouin) said that the danger and tremendous loss that the introduction of typhus would entail made it the Board's duty to take the most severe measures to prevent such a catastrophe. The Government attached the greatest importance to the measure, and no doubt would find a means of rectifying the Budget loss. It any case, it was our first duty to protect Egypt.

Some further conversation occurred on the financial question. The Ottoman Delegate formulated his amendment thus: "The Turkish Delegate begs the President to be good enough to ask the Egyptian Government if it would be disposed to make up any deficit that might arise from the adoption of Mr. Littlewood's motion."

Thereupon there voted:—

The Delegate for Turkey	Seven for the Amendment.
" " Denmark	
" " Greece	
" " Russia	
" " Holland	
" " France	
" " Austria	
The Veterinary Inspector	Six against the Amendment.
" Delegate for England	
" " Spain	
" " Sweden	
" " Italy	
" Medical Officer of Alexandria	

Two did not vote—the Delegate for Germany and the Delegate for Belgium.

In reference to this vote I must say that I was considerably surprised at the voting. I think it was a clever move on the part of the Turkish Delegate, whose sole motive was to delay the decision. The Delegate for Austria and France in supporting Dr. Duca's amendment justified their vote on the plea that one could wait say eight days before coming to a decision on the prohibition.

The Inspector of the Veterinary Department said that this letter of the President to the Ministry did not prevent the discussion of his proposal. Dr. Duca, on the other hand, said that the acceptance of his amendment necessarily implied the adjournment of the discussion of the question.

The Belgian Delegate proposed than an interim prohibition be established against Asia Minor until the reply of the Government to the letter on the financial aspect was received. If the reply were negative, the matter could be re-examined.

The Austrian Delegate said that by his previous vote he did not mean to give his opinion on Mr. Littlewood's proposal. He simply wanted a reply to the financial aspect; the reply might be got almost at once by telegram.

The Russian Delegate wanted an immediate discussion of the question as to whether it was dangerous or not to receive animals from Asia Minor.

The French Delegate said there was no evidence to show that Anatolia and Caramania are really infected.

To this the reply was that the Board could take measures against any country "suspect."

The Acting President put to the vote the following proposal :—

"The Board decides to discuss the proposal of the Belgian Delegate.

"If this decision is adopted, prohibition will be applied provisionally until the Government has made known its views on the financial deficit to be made up.

"If the Government should reply in the negative, the Board would re-examine the question of prohibition."

For the discussion of the Belgian Delegate's proposal :—

The Veterinary Inspector	Eight voted.
" Alexandria Medical Inspector	
" Delegate for England	
" " Denmark	
" " Italy	
" " Belgium	
" " Sweden	
" " Russia	

Against the proposal :—

The Delegate for Turkey	Six voted.
" " France	
" " Spain	
" " Germany	
" " Holland	
" " Austria	

The Delegate for Greece did not vote.

The Acting President asked the Board to decide on the extension of the prohibition of ruminants to Asia Minor, the prohibition being already in force against Syria.

The Ottoman Delegate said he had only to repeat what he had so often said, that the Board might take the severest, the most Draconian measures against foreign arrivals, but had no right to absolutely prohibit them. The Board had exceeded its rights in prohibiting cattle from Syria, and would again exceed its rights in extending the prohibition to Asia Minor.

The Board never, in the interest of public health, refused passengers arriving in Egypt with contagious disease on board the vessel, and yet surely the health of men was more precious than the health of animals.

Besides, the Venice Conference charged the Board to draw up a Règlement for animals in conformity with the spirit of the Regulations established by the Conference for plague and cholera.

Now, not only have we laid aside this recommendation in drawing up the aforesaid Règlement, but the Veterinary Inspector shows himself completely radical on this matter, going so far as to refuse the importation of animals, an importation of a most lucrative kind and very extensive. We should have in consequence to withdraw our veterinary service.

The Veterinary Inspector answered that it is not from Syria and Asia Minor alone that animals come. There are imports from other countries, and these, in consequence of the proposed prohibition, would considerably increase. Thus we should continue to derive benefit from our veterinary service.

So far as concerns the recommendation of the Venice Conference to let the cattle Regulations harmonize with Plague and Cholera Regulations, what was meant was that all the Regulations should be in harmony with the latest scientific knowledge.

In Mr. Littlewood's opinion an outbreak of bovine typhus in Egypt would be much more serious than any epidemic.

The Ottoman Delegate, of course, refused to accept Mr. Littlewood's interpretation of the phrase "mettre en harmonie."

The Medical Officer of Health for Alexandria begged to be allowed some remarks in virtue of his position.

If Mr. Littlewood's proposal were refused the prohibition of animals from Syria would be illusory, for Syrian animals could go in that case to Asia Minor and thence to Egypt.

Further, typhus still exists in Syria, often in a mild form, difficult to diagnose, and yet with full power of infection. With regard to the special circumstances of Alexandria, the position is very awkward. The municipality will soon have in working order the new slaughter-house at Mex, and will abandon the old place at Chatby. Supposing under these circumstances bovine typhus broke out it would be necessary to send the animals to the old and badly-equipped parks at Chatby. The animals could not be slaughtered there (for the slaughter-house will cease to exist), and hence the animals would have to return to Mex, a double and hence most dangerous journey across the town.

Apart, therefore, from the general principles laid down by Mr. Littlewood in his remarks, the present state and arrangements of slaughter-house and quarantine parks in Alexandria justify and compel the Board at all costs to oppose the importation of animals from Asia Minor.

The Board proceeded to vote on the following proposals :—

The Board, after discussion, decides to provisionally extend the prohibition of the importation of ruminants into Egypt (prohibition actually in force against Syria) to Asia Minor as far as the Dardanelles.

For this proposal :—

The Veterinary Inspector	Eleven voted.
" Alexandria Medical Inspector	
" Delegate for England	
" " Spain	
" " Greece	
" " Sweden	
" " Austria	
" " Belgium	
" " Germany	
" " Denmark	
" " Italy	

Against the proposal :—

The Delegate for Turkey	Three voted
" " Russia	
" " France	

I think that, though arrived at by a somewhat circuitous route, the result of the meeting must be satisfactory to the Egyptian Government.

I have, &c.
(Signed) ARTHUR MORRISON.

No. 165.

Sir P. Currie to the Marquess of Salisbury.—(Received September 8.)

(No. 76. Commercial.)

My Lord, *Constantinople, September* 2, 1897.

WITH reference to your Lordship's despatch No. 61, Commercial, of the 11th August, I have the honour to forward to your Lordship herewith copy of a despatch which I have received from Dr. Dickson respecting the measures against plague at the lazaret of Tor.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 165.

Dr. Dickson to Sir P. Currie.

(No. 71.)

Sir, *Constantinople, August* 30, 1897.

I HAVE the honour to inform your Excellency that I have read Lord Salisbury's despatch No. 61, Commercial, addressed to you on the 11th instant, and beg respectfully to make a few remarks on Dr. Rüffer's letter to Mr. Alban of the 21st ultimo, and on that of Mr. Alban to Count de Salis of the 22nd ultimo, which are inclosed in that despatch.

Two questions were involved in the arrangements which were made by the Constantinople Board of Health for the return of Turkish pilgrims from Jeddah to their homes, when the Board heard that plague had shown itself in the lazaret of Tor :—

1. The obligation imposed on pilgrims by a decision taken by the Constantinople Board of Health on the 9th June of compelling them to perform a quarantine of fifteen days at Camaran, and not quit that lazaret unless free from plague.

2. The obligation imposed on pilgrims by the Egyptian Board of Health, compelling them to land at Tor and undergo there a quarantine or other sanitary measures.

The existence of plague at Jeddah, and the announcement of its outbreak at Tor amongst a batch of pilgrims arrived there from Jeddah, seems to have alarmed, not only the Sultan, but also the Austrian and Russian Delegates on the Constantinople Board of Health, and to have induced them to oppose pilgrims coming from Jeddah or from Tor to go to the Mediterranean.

Under these circumstances, the only way out of the difficulty was what I suggested, and which the Board adopted, viz., to oblige pilgrims bound from Jeddah to Turkish Mediterranean and Black Sea ports to perform the prescribed fifteen days' quarantine at Camaran, and if free from plague to go through the Suez Canal in quarantine and without stopping at Tor. In order to accomplish this, however, it was necessary to obtain the Egyptian Government's sanction to it. The measure was a temporary one, and merely intended to meet an exceptional case. Fortunately, the alarm subsided when it became known that the outbreak at Tor was limited to one or two doubtful cases of plague amongst the pilgrims brought there from Jeddah on the 28th June by the Egyptian steam-ship "Chibin;" but I think it would be well to determine beforehand what is to be done in the event of a similar circumstance presenting itself in future, viz., a simultaneous outbreak of plague or of cholera in the Hedjaz and at Tor, at the time of the return of the pilgrims from Mecca.

Transit in quarantine through the Suez Canal of ships bound to a country whose Government had declared its willingness to receive them was formerly allowed, but has now apparently been discontinued. No distinction, moreover, as regards sanitary measures, between a ship laden with pilgrims and one laden with emigrants, with recruits, or with sick troops, ought, I think, to exist.

I herewith return, with my best thanks, Lord Salisbury's despatch referred to above.

I have, &c.
(Signed) E. D. DICKSON.

No. 166.

Sir P. Currie to the Marquess of Salisbury.—(Received September 7.)

(No. 77. Commercial.)

My Lord, *Constantinople, September* 2, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from Dr. Dickson, reporting the irregular manner in which the balance-sheet of the Health Department is prepared.

I have instructed Mr. Block to mention the matter to the Foreign Minister.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure in No. 166.

Dr. Dickson to Sir P. Currie.

(No. 72.)

Sir, *Constantinople, August* 30, 1897.

I HAVE the honour to state to your Excellency that Dr. Vitalis gave the Board of Health, in its sitting of the 24th instant, a printed balance-sheet of the income and expense of the Health Department up to the end of last February, and which had been prepared, by Dr. Cozzoni's instructions, by the French Accountant, without the knowledge of the Mohassébiji (Chief Accountant)

The Mohassébiji protested against this proceeding, and said that he could not indorse accounts which he had not examined—more especially those relating to the Malié—and which had been drawn up without his knowledge and without the knowledge and approval of the Minister of Finance.

I seconded the Mohassébiji, and observed to the Board that the balance-sheet annually published by the Health Department was prepared by the French Accountant with the concurrence of the Mohassébiji, and examined by the "Commission Financière," as well as by any member of the Board of Health who wished to do so. If no objection were raised to it, the balance-sheet was then printed and distributed to the members of the Board of Health.

In the present instance these formalities had not been fulfilled.

Midhat Effendi proposed, therefore, that the present printed balance-sheet should be considered as a mere draft copy to be examined and amended, if necessary, and the amended copy printed and distributed.

I have, &c.
(Signed) E. D. DICKSON.

No. 167.

The Marquess of Salisbury to Mr. Rodd.

(No. 74. Commercial.)

Sir, *Foreign Office, September* 9, 1897.

I HAVE received your despatch No. 41, Commercial, of the 26th ultimo, inclosing copy of a despatch from the British Delegate on the Egyptian Quarantine Board, relative to an article which has appeared in the July number of the "Practitioner," purporting to be written by a late ship's surgeon.

The article is anonymous; but even if the writer had signed his named and were known to be in the service of any of the steam-ship Companies, it would seem doubtful whether any communication to his employers would be desirable or useful.

If, however, as appears possible, the statements made should be used to the detriment of British interests at the Board, Mr. Alban might be directed to state that he had called attention to them, that the Secretary of State for Foreign Affairs had expressed regret at the publication of so improper and misleading an article, but that Her Majesty's Government had no control over the magazine in which it had been published.

I am, &c.
(Signed) SALISBURY.

No. 168.

Foreign Office to India Office.

Sir, *Foreign Office, September* 14, 1897.

WITH reference to your letter of the 2nd instant, inclosing copy of a letter from the Government of India, expressing their opinion in regard to several points connected with the Paris and Venice Conventions, I am directed by the Marquess of Salisbury to state, for the information of Lord George Hamilton, that he concurs in the proposal to approve the views and recommendations contained in the amending notification, on the presumption that their effect will be as described in the covering letter from the Government of India.

I am, &c.
(Signed) F. H. VILLIERS.

No. 169.

Foreign Office to India Office.

Sir, *Foreign Office, September* 15, 1897.

WITH reference to your letter of the 2nd instant, relative to the lighting of the Red Sea, I am directed by the Marquess of Salisbury to state, for the information of Lord George Hamilton, that before taking further action in the matter, he has thought it advisable to inquire of Her Majesty's Ambassador at Constantinople whether, in his

opinion, there is any probability of all the Powers agreeing to support a representation to the Turkish Government for permission to establish lighthouses on the littoral of the Red Sea.

Up to the present time the German Representative alone has replied to Sir P. Currie's circular of December 1896, expressing the readiness of the German Government to support such a representation.

If Sir P. Currie considers that the delay is likely to continue, Lord Salisbury proposes, with the concurrence of the Secretary of State for India and the Board of Trade, to proceed as suggested by Lord Cromer in his despatch No. 31, Commercial, of the 9th June, which was communicated to you on the 12th ultimo.

I am, &c.
(Signed) F. H. VILLIERS.

No. 170.

India Office to Foreign Office.—(Received September 17.)

Sir, *India Office, September* 16, 1897.

WITH reference to previous correspondence terminating with Mr. Curzon's letter of the 19th June last, I am directed by the Secretary of State for India in Council to forward, for the information of the Marquess of Salisbury, copy of the papers noted in the margin, relative to the measures adopted to give effect to the Venice Convention.

I am, &c.
(Signed) HORACE WALPOLE.

Inclosure 1 in No. 170.

The Government of India to Lord G. Hamilton.

My Lord, *Simla, June* 1, 1897.

IN continuation of our Sanitary despatch dated the 12th May, 1897, we have the honour to forward a further narrative of events connected with the plague.

2. We are glad to be able to report a large decrease in the number of cases in almost all parts of the Bombay Presidency and Sind. In the Presidency proper the plague lingers in Bombay and Poona, in the districts of Kolaba, Surat, and Thana, and in the Baroda territory, but in all these places it has become less virulent and less widely diffused. It was stated in our despatch of the 12th May that during the week ending the 10th May the average daily numbers of plague seizures and deaths in the city of Bombay were twenty-three and fifteen respectively, and that the average daily mortality from all causes during the same period was eighty-three. During the period of the 11th to 28th May the average daily number of seizures and deaths has been only eleven and eight, whilst the average daily mortality from all causes has been seventy-six. This last figure compares with an average of eighty for the period of the five years 1892–96, corresponding to the fortnight ending the 25th May last. The total mortality in Bombay has thus been below the average. The Returns are doubtless to some extent affected by the fact that the population is still below its normal figure, but we have noticed a decline in the number of deaths from ordinary fevers greater than can be accounted for by this cause, and we have asked the Government of Bombay if the reason for it can be ascertained.

The following figures compare the average number of daily seizures in Poona, Kolaba, Surat, and Thana for the period of the 11th to 28th May, with the average number during the worst week of the epidemic in each of those places:—

	11th to 28th May.	Worst week of the Epidemic.
Poona	3	51
Kolaba	15	28
Surat	4	41
Thana	9	58

In Baroda territory the malady now lingers only in a few places in the Naosari Division, and the average number of seizures during the period of the 11th to 28th May has been only three a-day. A copy of the Report by the Political Agent, describing the means successfully adopted by the Durbar to check the malady, is appended to this despatch.

3. Plague continues to be severe in Mandvi in the Cutch State, but the number of seizures has decreased from about 100 to about 50 a-day. It still gives trouble in Damán in Portuguese territory. The Government of Bombay have been asked for a detailed account of the measures that are being pursued to suppress the outbreak in Mandvi, and to ascertain the extent to which the malady has become diffused in the surrounding country. Stringent measures of observation and disinfection have been adopted both in Bombay and in Karachi to prevent infection being brought from Cutch. With regard to Damán, we forward, for your Lordship's information, a copy of correspondence with the Government of Bombay on the subject of the cordon placed round the boundary of the Portuguese territory with a view to its isolation. The strict quarantine thus enforced is opposed to the principles which have guided us in prescribing measures to prevent the spread of the plague, and we consider that the British territory bordering on Damán can be protected by measures imposing less hardship on the inhabitants of that place.

4. The reports in Sind are most satisfactory, except from the district of Shikarpur. In our last despatch we stated that during the six days ending the 9th May the average daily number of seizures and deaths in Karachi had fallen to ten and nine respectively. During the following week the figures were seven and five, and during the eleven days ending the 27th May, six and three. From the 11th to the 28th May only ten cases were reported from Sukkur, eighteen from the Hyderabad district, and six from the Karachi district. Two or three indigenous cases continue to occur daily in the Shikarpur district, mostly in the town of Rohri (population about 10,000), on the Indus. These cases cause some anxiety owing to their being in the neighbourhood of the main line of communication and near the Punjab border. The conduct of the measures taken to suppress the disease in Rohri is in the hands of the Sukkur Plague Committee. We have inquired from the Government of Bombay what arrangements have been made for cleansing Rohri, for evacuating the infected quarters of the place, and for segregating and treating the sick, but have not as yet received information on these points. The local authorities have issued orders closing railway traffic from Shikarpur to Reti near the Sind frontier, to all who are not provided with Sanitary passes. We consider this an unnecessarily stringent interference with communication, and we have suggested that all suspected persons should be detained at Rohri itself under proper observation, the Indus crossing being guarded on the Shikarpur side. The correspondence on this subject is inclosed.

5. In paragraph 6 of our despatch of the 12th May it was stated that no case of plague had occurred at Hardwár since the case of the 22nd April. The place remained free from plague up to the 16th May, since when three isolated cases have occurred. The last of those cases ended fatally on the 21st May. A description of the cases is given in the letter of the Government of the North-Western Provinces and Oudh of the 25th May, which forms an inclosure of this despatch. In all three cases the prescribed precautions were taken with reference to the segregation of relatives and the disinfection of houses, &c. Up to the date of the North-Western Provinces Government Report no cases had occurred among the segregated friends and relatives, nor had any further case been reported since the 18th May. The infected quarter has now been thoroughly disinfected, and none of the persons living in it as caretakers have been attacked with plague. The Lieutenant-Governor has decided that all pilgrims who visit Hardwár up to the 12th June are to reside in a camp set apart for the purpose on the outskirt of the town.

6. Surgeon-Major Crofts, the Medical Officer of His Highness the Maharaja of Gwalior, who was in charge of the operations for suppressing the outbreak of plague which occurred in the village of Khandraoni in the Gwalior State in January to March last, has submitted a very interesting Report on the outbreak and on the measures successfully adopted to suppress it and to prevent the spread of infection. A copy of this Report is forwarded for your Lordship's information. It shows how completely the malady can be suppressed by removing the inhabitants from the infected locality, and detaining them under carefully supervised sanitary conditions in a healthy place; the sick and the suspected being completely cut off from inter-

course with the healthy. Measures as elaborate as those which were carried out by Dr. Crofts could, however, only be adopted over a small isolated area.

7. We have received your Lordship's telegram of the 25th instant, stating that you have approved the Convention framed at the recent Sanitary Conference held at Venice, and have agreed to its ratification. It appears to us that this country has reason to be satisfied with the results of the Conference. We have forwarded a copy of the Convention to the Maritime Local Governments with a letter explaining its terms and instructing the Local Governments to modify their Rules with regard to the inspection of vessels at the time of departure and with regard to the protective measures adopted against infected ports, in accordance with the Regulations prescribed by the Convention. A copy of our Circular is appended to this despatch.

8. In conclusion we forward, for your Lordship's information, a copy of Regulations issued by Local Governments and Administrations under the Epidemic Diseases Act, and some of the more important orders recently issued by the Government of Bombay.

We have, &c.
(Signed) ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

Inclosure 2 in No. 170.

The Government of India to the Governments of Bombay, Madras, Bengal, and Burmah.

Sir, *Simla, June* 1, 1897.

I AM directed to forward, for the information of the Government of Bombay, a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague.

2. The Regulations prescribed by the present Convention are based on the conclusions of the Sanitary Conferences of Venice, 1892; Dresden, 1893; and Paris, 1894; these conclusions have been modified to meet the special peculiarities of the plague, and in accordance with modern scientific views regarding sanitary precautions for the prevention of the spread of epidemic disease.

3. The following are the most important points in which the present Convention differs from the previous Conventions on which it is based:—

(i.) The fact that the period of incubation in the case of plague may be considerably longer than in the case of cholera has led to several important modifications. By the Venice Conference of 1892 the period of incubation for cholera was fixed at five days. Proposals have been made to fix the period of incubation for plague as high as fifteen days, but the period which has been adopted by the Conference for the purpose of the plague Regulations is ten days.

(ii.) The list of articles of commerce which may be considered "susceptible" has been considerably increased; but it has been left to the option of the Governments concerned to allow or prohibit the importation of the commodities, on the "susceptible" list, no article being subject to absolute prohibition.

(iii.) It provides that the modern principles of disinfection should be substituted for the obsolete system of land quarantine, but, with a view to the protection of countries which may find it difficult to thus protect their borders, each of the Governments who are parties to the Convention is at liberty to close its frontiers to travellers and merchandize.

(iv.) It embodies the provisions of the Paris Convention on the subject of the regulation of the pilgrim traffic, but in several respects those provisions have been altered in the directions for which the Government of India have contended. A separate communication will be sent on this subject.

4. The first chapter of the Convention deals with the measures for the prevention of plague which are to be adopted outside Europe. In the first place, it is laid down that the Governments who adhere to the Convention are to notify to other Governments the existence of plague within their several jurisdictions, and

must communicate to them a statement of the measures of prevention that are being carried out to prevent its diffusion. This requirement as to notification is, however, subject to certain important conditions. Thus the area to be deemed infected is strictly limited to the actual district, town, village, &c., where the disease prevails; and no locality is to be deemed infected merely on account of the importation into it of a few cases of plague which have led to no diffusion of the malady.

5. The Regulations next deal with the measures to be taken on the departure of vessels from infected ports. It is laid down that every person sailing on the vessel must be examined on shore immediately before embarkation by a medical officer appointed by the Government, and that the Consular authority interested in the ship may be present at the inspection. All infected and suspected articles must be subjected to careful disinfection on shore and in the presence of the Government medical officer in accordance with the Rules for disinfection prescribed in Chapter III of the Annexure to the Convention, and no persons showing symptoms of plague may be permitted to embark.

Rules have been issued by the Governments of Bombay, Madras, and Bengal under "The Epidemic Diseases Act, 1897," which have been in force for some time, prescribing precautions to be taken on the departure of vessels. The Rules framed by the Government of Bombay, which are in force at the ports of Bombay and Karachi, prescribe medical inspection and the removal from the vessel of any person suspected to be suffering from dangerous epidemic disease. The Rules framed by the Government of Madras, which are in force at the principal ports of the Presidency, authorize the grant of a bill of health after medical inspection, the removal of any person suspected to be suffering from plague or not to be free from plague infection, and the disinfection of the infected portions of the ship. The Rules framed by the Government of Bengal, which are in force at the port of Calcutta, prescribe medical inspection, the removal of persons suffering or suspected to be suffering from plague, and the detention of the vessel from which such persons have been removed for a period of seven days, after the lapse of which the vessel may proceed if no fresh case has occurred.

In order that the obligations imposed by the Convention may be fulfilled at an infected port it is essential that the medical inspection and disinfection should be conducted exactly in the manner prescribed by the Regulations and summarized above. The Government of India consider that it is also desirable that all non-professional attendants and relatives of any persons, who on examination appear to be suffering from plague, shall be prevented from embarking. If after the medical examination has been completed and all the passengers and crew are on board, a case of plague occurs, the patient and his non-professional attendants and relations must be landed and isolated on the first opportunity. The ship will then become an infected vessel within the definition given below in paragraph 7. Although the ports of Madras and Calcutta are not infected the Local Governments have, with the approval of the Government of India, made the special Rules for medical inspection referred to above, and, in the opinion of the Governor-General in Council, it is desirable that they should be assimilated, in the case of vessels sailing for ports out of India, as far as possible to those which will, under the terms of the Convention, have to be adopted at the infected ports of the Bombay Presidency.

I am to request that the Rules issued by the Government of Bombay may be altered in accordance with these instructions. [The Rules should be made applicable to all infected ports in the Bombay Presidency.]*

6. The Rules regarding pilgrim ships which form the next portion of the Regulations will, as stated in paragraph 3 above, be dealt with in a separate communication.

7. The Regulations for the control of the general traffic in the Red Sea and the Suez Camal are based on the threefold classification of ships into healthy, suspected, and infected adopted in the Venice Convention of 1892, with the modifications rendered necessary owing to the period of incubation in the case of plague having been fixed at ten days.

Healthy vessels are those which have left an infected port for ten days or more and have had no case of plague on board; suspected vessels are those on which, though cases of plague have occurred, no fresh case has occurred within twelve days; and infected vessels are those on which plague has been present within twelve days of arrival.

* To Bombay only.

The period of twelve days is arrived at, as in the case of the seven days' period in the Convention of 1892, by adding two days to the period of incubation.

A healthy vessel thus becomes entitled to free pratique at a port at which it arrives ten days or more after leaving an infected port, but the adoption of this period has the serious result that fast vessels sailing from Bombay will arrive at the Suez Canal before pratique can be granted. This difficulty has been satisfactorily overcome by permitting healthy vessels to pass through the Canal in quarantine, and to complete in the Mediterranean the ten days necessary to receiving free pratique at a port of arrival. Vessels passing through the Canal in quarantine may, subject to the use of electric light, coal in quarantine at Port Saïd by night as well as by day, and passengers may embark in quarantine at that port.

The Rules for infected and suspected ships follow those of the Venice Convention of 1892. Vessels carrying a doctor and a disinfecting stove are allowed to pass through the Canal in quarantine after, in the case of infected vessels, landing those suffering from plague and persons who have been in actual contact with the sick or with infected articles and after disinfection of the infected compartment of the vessel. Vessels without a doctor and disinfecting stove are detained at Moses' Wells. Such vessels if suspected are detained for the period required for disinfection and for ascertaining the condition of the ship's health, while, if infected, the passengers are detained on shore under observation for a maximum period of ten days. The medical and Sanitary staff at Moses' Wells is to be increased for the purpose of carrying out these Regulations.

8. The last matter to notice in the Chapter of the Regulations dealing with the measures to be adopted against the plague outside Europe is that of the measures to be taken in the Persian Gulf. The conclusions of the Conference on this question differ greatly from those embodied in the Paris Convention. Healthy vessels reaching Ormuz before the expiration of ten days since they last touched at a port infected with plague must either complete that period at Ormuz or may, after medical inspection, continue their voyage up the gulf or the Shatt-ul-Arab, provided they do so in quarantine for such term as is required to complete the ten days. The same provision will apply to suspected vessels, that is vessels on which there has been a case of plague, but no fresh case for twelve days, subject to submission to certain processes of disinfection, &c., at Ormuz; and infected vessels will, after landing their sick, together with those persons who have been in actual contact with them, and after disinfection of that part of the vessel deemed to be infected, likewise have permission to proceed on their voyage in quarantine. The final arrangements as to the Sanitary station at Ormuz are to be a matter of agreement between the Turkish and Persian Governments, and until these arrangements are completed a temporary Sanitary station will be established on one of the islands in the Straits of Ormuz.

9. The 2nd Chapter of the Regulation deals with the measures to be adopted by the European Governments who have assented to the terms of the Convention. The provisions relating to notification have been mentioned in paragraph 4 above. Allusion has also been made in paragraph 3 to the Regulations regarding the importation of merchandize.

This matter requires some further notice. The following are of the commodities which are classed as susceptible and the import of which may be prohibited:—

(1.) Used body linen, clothes, bedding, and other personal effects.

(2.) Rags, including rags compressed by hydraulic pressure and transported in bales as merchandize.

(3.) Used sacking, carpets, and old embroidery.

(4.) Green and untanned hides and skins.

(5.) Animal refuse, claws, hoofs, horsehair, hair of animals generally, raw silk and wool.

(6.) Human hair.

The prohibition of import is only to be enforced at the option of the Government concerned. The only articles which must of necessity be subjected on arrival to any precautionary measures, such as disinfection, are clothing, bedding, and similar articles, which have been actually worn or used, and which are carried as ordinary luggage, if they have been brought from an infected area and are considered by the local Sanitary authority to be contaminated. The Government of India do not consider it necessary to add to the list of articles, the import of which by sea from infected ports into other ports in British India is prohibited in

Home Department Notification No. 513, dated the 17th February last, and the bringing of which from the Bombay Presidency and Sind into other parts of British India is prohibited in Home Department Notification No. 1033, dated the 22nd March last. This remark applies only to the import of articles from the Bombay Presidency and Sind for use in other parts of India. In reciting the obligation imposed on the countries which are parties to the Convention to confine their precautionary measures to goods coming from the infected local area, it is stated in Chapter II, section 3 of the Regulations, that this obligation only exists on the express understanding that the Government of the infected country takes the necessary measures to prevent the exportation of susceptible articles derived from the infected area. In other words, a foreign Government would be at liberty to decline to receive articles classed as susceptible coming from a clean port unless measures are taken in India to prevent the exportation from that port of susceptible articles coming from the infected area. The orders contained in the Home Department Notifications of February and March last alluded to above only partly fulfil this condition since they only refer to used apparel and bedding, rags, waste paper, and used gunny-bags. All foreign Governments have not, however, availed themselves of the option of prohibiting the import of all the articles classed as susceptible even from Bombay itself, and the Decree of the French Government of the 16th April last, which was published in the "Gazette of India" of the 22nd instant under Home Department Notification No. 1545, dated the 21st instant, and is based on the Venice Convention of 1897, only prescribes prohibitory and precautionary measures against goods derived from the infected area. The Decree only forbids the importation into France and Algeria of rags, animal refuse, claws, and hoofs coming directly or indirectly from the infected local area. Raw and manufactured wool is admitted after disinfection, and this restriction is only imposed when the commodity comes directly from the infected area. Used and new linen, wearing apparel, personal effects and bedding, and raw hides, coming directly or indirectly from the infected area, are admitted after disinfection. The Decree further provides that any vessel coming from an infected area, "or having on board any of the articles coming within the description given above," may only enter certain specified ports. In these circumstances and in view of the optional nature of this part of the Regulations, the Government of India do not propose at present to issue orders in addition to the orders of February and March last, with the view of prohibiting the exportation from clean ports of articles included in the "susceptible" list and coming from the Bombay Presidency and Sind. But if the Governments of Madras, Bengal, and Burmah, after consulting the mercantile community, consider that prohibitive orders should issue with regard to all or any of the susceptible articles for the protection of clean ports, the Government of India will be prepared to consider proposals with this object.

It is to be remarked that new gunny-bags are not in the list of articles classed as susceptible by the Conference.

10. The portion of Chapter II which relates to traffic by sea, and the measures to be adopted at ports of arrival, is of great interest, not only because of its direct bearing on the conditions of intercourse between India and Europe, but also because it contains the conclusions of the Conference on the important subject of the quarantine of vessels.

The threefold division of vessels referred to above is maintained in this Chapter. The Regulations respecting infected vessels are that the sick are to be landed and isolated, and the remainder of those on board to be subjected, at the discretion of the local authority, either to "observation" or to "surveillance," for a period which is not to exceed ten days from the occurrence of the last case of plague. The term "observation" means the detention under observation of the person, either on board a ship or in a place of segregation on shore. Persons subjected to "surveillance" are not to be isolated, but are to be allowed to proceed at once to their destination, where they are to remain under medical supervision. In the case of an infected ship, the dirty linen and other effects of the passengers and crew which the local Sanitary authorities may consider likely to be contaminated must be disinfected. So also must the parts of the ship where the sick have resided, and the local authorities may require a more extensive disinfection to be carried out. Lastly, the bilge-water must be thrown out after disinfection, and fresh drinking water supplied.

In the case of suspected vessels, a medical inspection and the same process of disinfection, discharge of bilge-water and supply of fresh drinking water is prescribed.

It is further recommended that the crew and passengers should be subjected to "surveillance" for a period of ten days from the date of arrival of the vessel. Pratique is to be given at once to healthy vessels; but it is also provided that, at the option of the local authority, the precautionary measures enforced in the case of suspected ships, except the disinfection of the vessel, may be required; and it is also recommended that the passengers and crew should be subject to "surveillance" for a period sufficient to complete a term of ten days from the date of departure of the vessel from the infected port.

11. The quarantine Rules made by the Governments of Madras, Bengal, and Burmah, under the powers conferred by section 1, Act I of 1870, with the previous sanction of the Governor-General in Council, to protect their ports from being regarded by the European Powers as infected, prescribe fifteen days' quarantine for all vessels in which a case of plague is found on arrival, or on which it is believed that a case has occurred during the voyage, with this exception, that the Rules for Calcutta apparently prescribe only eight days' quarantine in the latter case. In the Bombay Presidency all the principal ports are infected, and the Government of Bombay have issued special Rules regarding inspection, segregation, and disinfection at these ports. Under the Rules of the other Maritime Governments no communication may be held with other boats or vessels, or with the shore, whilst the vessel remains in quarantine; but the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board, to places of segregation on shore, where they are required to complete the period of quarantine. If a case of plague occurs whilst the quarantine is in progress, quarantine recommences for a further period of fifteen days.

The period of fifteen days' quarantine was fixed in view of the possibility that some of the Governments in Europe might not regard quarantine as effective if it were prescribed for a shorter period; but now that the Conference has authoritatively pronounced that the period of incubation may be taken at ten days, the period of observation should be reduced from fifteen to ten days. The quarantine Rules in the case of vessels on which there is a case of plague at the time of arrival, or on which it is believed that a plague case has occurred during the voyage, should also be modified in accordance with the Regulations framed by the Conference for infected vessels. The Government of Madras have already revised their Rules in a similar direction. The Governor-General in Council lays special stress upon the undesirability of detaining the sick and healthy on board ship together. The sick should be landed and treated in an isolation hospital, and the healthy should be landed and detained under observation in suitable segregation shelter for a period of ten days from the occurrence of the last case. The disinfection and other precautionary measures prescribed by the Conference should also be complied with.

12. The quarantine Rules framed by the Maritime Governments differ somewhat from one another as regards the treatment of vessels on which no case of plague has occurred during the voyage. Their general purport is to the effect that eight days' quarantine may be imposed at the absolute or limited discretion of the Health Officer, unless pratique has been granted at Colombo or some other intermediate port.

The maximum period of detention of a vessel on which the Health Officer is satisfied that no case of plague has occurred should be ten days from the date of departure from the infected port. If the Health Officer is not satisfied that there has really been no case on board, or if ten days have not elapsed since the date of departure from the infected port, the vessel may be detained, at his discretion, up to this period. In any case in which a vessel is given free pratique less than ten days after her departure from the infected port, the Health Officer should be empowered, on the analogy of the Rules for the observation of persons travelling by railway, which have been framed by several of the Local Governments, to detain under observation in a suitable place of segregation, up to a maximum of ten days from the date of the departure of the vessel, any person landed from the ship whom he may consider to be in any way likely to carry infection. Any articles of clothing or other effects belonging to the persons detained, or to other persons, which, by reason of their dirty condition or otherwise, may be considered likely to be contaminated, shall be disinfected. Discretion may be given to the Health Officer to apply the other provisions regarding disinfection, &c., prescribed by the Convention in the case of suspected ships. The Local Government may also make such

arrangements as are possible for the surveillance of persons who are not detained, on arrival at their destination. Free pratique granted at Colombo or other intermediate port should be recognized.

I am to request that, with the permission of the Governor in Council, the quarantine Rules in force in the Bombay Presidency may be modified in accordance with the above remarks, and that a copy of the revised Rules may be forwarded to this Department for insertion in the Government of India Gazette.

*13. The Government of Bombay have at present under consideration the revision of the Rules for the port of Aden. In making this revision the conclusions of the Conference should be borne in mind. In view of the position of Aden as the port of call for Europe, the existing Rule, which refuses pratique to all vessels until ten days from the date of their departure, should be maintained.

14. The remainder of the Convention does not call for special comment.

I have, &c.
(Signed) J. P. HEWETT,
Secretary to the Government of India.

[The other Inclosures are not printed.]

No. 170*.

The Marquess of Salisbury to Count Hatzfeldt.

Your Excellency, *Foreign Office, September* 17, 1897.

IN reply to your inquiries as to the intentions of the Government of this country with regard to the ratification of the Venice Sanitary Convention, I have the honour to inform your Excellency that Her Majesty's Government do not anticipate any obstacle to the ratification of the Convention. At the present moment the Egyptian Government is awaiting the assent of the other Powers to the Decree providing for the additional annual expenditure involved in putting the Convention in force. This Decree has already received the assent of this country.

It is also considered of importance that Turkey should accept and ratify the Convention, and it would be desirable if combined action could be initiated at Constantinople in the near future with that object.

I have &c.
(Signed) SALISBURY

No. 171.

The Marquess of Salisbury to Sir P. Currie.

(No. 66. Commercial.)

Sir, *Foreign Office, September* 17, 1897.

WITH reference to your Excellency's despatch No. 46, Commercial, of the 27th May last, reporting that the German Ambassador had notified to you the readiness of his Government to support the representations proposed in your Circular of December last relative to the construction of lighthouses in the Red Sea, I have to request you to inform me whether, in your opinion, there is any probability of a speedy answer being returned on the subject by your other colleagues, as the matter is of a somewhat urgent nature.

If you consider that the delay is likely to continue, I propose to follow the course suggested by Lord Cromer in his despatch No. 31, Commercial, of the 9th June, which was communicated to your Excellency on the 30th July.

I am, &c.
(Signed) SALISBURY.

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* To Bombay only.

No. 172.

Foreign Office to India Office.

Sir, *Foreign Office, September* 17, 1897.

WITH reference to your letter of the 2nd instant relative to the quarantine measures adopted in the Persian Gulf, I am directed by the Marquess of Salisbury to state, for the information of Lord George Hamilton, that the condition mentioned in the second paragraph of your above-mentioned letter was not lost sight of by the British Delegates, who, in order to insure its fulfilment, obtained a special declaration from the Conference (see p. 212 of the *procès-verbaux*) that the measures in the Persian Gulf should be applied to arrivals from Indian ports only so long as those ports were infected with plague.

These measures may, of course, have to be applied to arrivals from ports other than Indian, should there be plague-infected ports in other parts of the world after the cessation of plague in India.

The hospital and Sanitary station required for carrying out the measures to be applied in the Persian Gulf during the prevalence of plague would necessarily be of a permanent character, and would remain after the application of the measures had ceased to be necessary, as in the case of Moses' Wells, the Sanitary station at the head of the Red Sea. It would be obviously impracticable to remove the Sanitary station and to set it up again each time the plague disappeared, and then broke out again in different parts of the world.

I am, &c.
(Signed) F. H. VILLIERS.

No. 173.

Mr. C. Hardinge to the Marquess of Salisbury.—(Received September 20.)

(No. 14. Commercial. Confidential.)

My Lord, *Gulhek, August* 1, 1897.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 6, Commercial, of the 24th June, respecting the representation of the Persian Government on the Egyptian Quarantine Board.

I have read with care Lord Cromer's despatch, therein inclosed, and in view of his Lordship's statement of the importance to be attached to the composition of the Quarantine Board, I have hesitated to comply with your Lordship's instructions before submitting the following considerations based on the conditions suggested by Lord Cromer for the acceptance by the Egyptian Government of the appointment of a Persian Delegate to the Board.

The Persian Government who, I believe, are anxious to obtain this point with a view to advancing, later on, a claim to representation in the Egyptian Mixed Tribunals would, I feel certain, be quite ready to give me an assurance that the instructions given to their Delegate would be to act in general accord with his English colleague, and would allow the Persian Consul-General to consult with Lord Cromer as to the person to be selected, but I would venture to observe that there is absolutely no reliance to be placed upon the assurances given by the Persian Government in such a case, nor any certainty that the Persian Delegate would carry out the instructions of his Government, even if the latter adhered to their engagements. It constantly happens that Persian officials are in direct opposition to the instructions which they receive from the Central Government, and there is no doubt that they are venal and susceptible to local influences of every kind.

As Lord Cromer has stated in his despatch that it would certainly be undesirable to do anything which would be likely to strengthen the opposition to the views of Her Majesty's Government on the Egyptian Quarantine Board, I have ventured, fearing the admission to that Board of another hostile element, to defer carrying out your Lordship's instructions until I receive a further communication upon the subject.

I have, &c.
(Signed) CHARLES HARDINGE.

No. 174.

Colonial Office to Foreign Office.—(Received September 20.)

Sir, *Downing Street, September* 18, 1897.

I AM directed by the Secretary of State for the Colonies to transmit to you, for the information of the Marquess of Salisbury, with reference to the letter from this Department of the 10th July, a copy of a despatch from the Governor of the Straits Settlements on the subject of the removal of indigent pilgrims remaining at Jeddah.

I am, &c.
(Signed) EDWARD WINGFIELD.

Inclosure in No. 174.

Governor Sir C. Mitchell to Mr. Chamberlain.

Sir, *Government House, Singapore, August* 15, 1897.

I HAVE the honour to acknowledge the receipt of your despatch of the 9th ultimo regarding the removal of indigent pilgrims remaining at Jeddah, and to inform you that on the 10th July I authorized the British Consul at Jeddah, by telegram, to draw on this Government to the extent of 3,000 dollars, the amount asked for by him for the assistance of pilgrims from this Colony.

I have, &c.
(Signed) C. B. H. MITCHELL.

No. 175.

Sir C. Boyle to Foreign Office.—(Received September 23.)

My dear Sanderson, *Board of Trade, September* 23, 1897.

WILL you mind looking at your papers with regard to the lighting of Socotra, in the Gulf of Aden, and letting me know whether the Indian Government would be justified in lighting that headland without consultation with foreign Maritime Powers, and whether there would be local obstacles opposed to their erection of a lighthouse.

What are our methods of communication with the Ruler of the island?

Yours faithfully,
(Signed) COURTENAY BOYLE.

No. 176.

Count Costa to the Marquess of Salisbury.—(Received September 28.)

(Translation.)

M. le Marquis, *Italian Embassy, London, September* 25, 1897.

IT appears from the Protocol of Signature of the International Sanitary Convention concluded at Venice on the 19th March, on p. 213 of the Acts of the Conference, that the First German Delegate declared in the name of his Government that Germany, not being in a position to accept Chapter II of the General Sanitary Regulations annexed to the Convention relative to the measures to be adopted in Europe, reserved the power to adhere to it within six months by means of a communication to the Italian Government.

The Imperial Government, not having any further observations to make on the subject of the provision in question, have instructed their Representative at Rome to inform the Royal Government that they accept the Chapter agreed upon.

In accordance with instructions from my Government, I have the honour to inform your Excellency of the above, and I avail, &c.

(Signed) COSTA.

No. 177.

*Sir P. Currie to the Marquess of Salisbury.**—(*Received September* 29.)

(No. 78. Commercial.)

Constantinople, September 22, 1897.

My Lord,

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from Dr. Dickson, forwarding a Report drawn up by Drs. Camposampiero and Izélépis as to the suitability of Jask for a lazaret station for ships proceeding from India to the Persian Gulf.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure 1 in No. 177.

Dr. Dickson to Sir P. Currie.

(No. 74.)

Constantinople, September 20, 1897.

Sir,

I HAVE the honour to transmit to your Excellency herewith three copies of a Report drawn up by Drs. Camposampiero and Izélépis on the inspection made by them of Jask, and as to its suitability for a lazaret station for ships proceeding from India to the Persian Gulf.

I have, &c.
(Signed) E. D. DICKSON.

Inclosure 2 in No. 177.

Report by Drs. Camposampiero and Izélépis.

Bouchir, le 17 *Juillet*, 1897.

A l'Administration Sanitaire de l'Empire Ottoman à Constantinople:

CONFORMÉMENT aux ordres transmis par votre dépêche du 22 Juin dernier, nous nous empressons de vous donner sur Djask les renseignements suivants.

Ras Djask, ainsi que l'indique le nom, est un cap bas, saillant, sablonneux, avec quelques parties rocheuses, et mesure une superficie de 2 milles carrés environ, dont la moitié sud appartient au Gouvernement des Indes Anglaises qui y installa, depuis quelques années, une station télégraphique remarquable sous tous les rapports. Les confins de cette propriété, marqués à l'aide de bornes en fonte qu'un double câble réunit entre elles, sont exactement déterminés.

L'autre moitié du cap (partie nord) présente, à son tour, un sol plus saillant et plus accidenté encore que la précédente, en raison de l'énorme quantité de sable que les vents ne cessent de déplacer, en créant, de par ce fait et un peu partout, des ravins assez larges et profonds.

Cette fâcheuse circonstance nous porte à croire que toute construction, en pareille localité, serait, non seulement très coûteuse mais, en même temps, d'un entretien fort problématique.

Djask, considéré au point de vue d'un pays habité par des humains n'offre absolument rien d'intéressant. On voit encore, sur une falaise basse à l'extrémité du cap, une vieille tombe d'un Saint Musulman, appelé Cheikh Saaved, et un peu plus en haut une masure destinée au Gouverneur ayant pour voisine la bicoque de l'agent de la "British India Company" qui semble attendre, dans cette nouvelle Thébaïde, des jours meilleurs! Une vingtaine de huttes, appartenant à des indigènes qui vivent uniquement des ressources de la pêche au filet, servent de cadre à ce triste tableau.

Djask est recouvert, sur quelques points, d'herbes grossières si bien que, en dehors de la station télégraphique où l'on peut admirer dans son enceinte une tentative de culture faite avec une persévérance digne des Anachorètes. Ce cap ne possède qu'une dizaine de palmiers, petits et chétifs, plantés au hasard au milieu de cette terre inféconde.

* Sent to India Office, October 9, 1897.

Le commerce est nul à Djask, en sorte que les bateaux de la "British India Company" n'y touchent que chaque quinzaine et encore ne viennent-ils que pour donner et recevoir la correspondance du personnel télégraphique.

La côte, à l'est de Ras Djask, court 9 milles au nord-est-est à partir de l'extrémité du cap et forme une baie profonde, dont la partie est porte le nom de Ras Zegin. C'est une pointe basse, à 16 milles au sud-est du premier cap et tout à fait saine. On trouve ici, à moins de 2 milles de la côte, une profondeur de 36 à 55 mètres, et sur la côte ouest de Zegin il y a une petite crique appelée Khor Lash.

Quant à la Baie de Djask, celle-ci est située dans l'ouest du cap d'où la côte court au nord-nord-est durant 4 milles et finit à l'entrée d'une petite crique dont la barre est presque à sec, à mer basse. Cette crique court 2 milles au sud-est et de là tourne au nord; la terre est partout marécageuse. De cette crique le rivage se courbe vers le nord-ouest et l'ouest. Les indigènes désignent cette baie sous le nom de Bender Masku.

En ce qui concerne le mouillage, les bateaux, qui ne restent que quelques heures à Djask, ont l'habitude d'ancrer à 1 mille dans le nord-nord-ouest de la tombe, mais s'ils ont l'intention de rester davantage et communiquer avec la terre, en ce cas, ils mouillent à 4 milles dans le nord-nord-ouest de la pointe.

Il est bon de rappeler que le Cap de Djask, pareil à tous les pays du littoral Persan, est exposé au vent de nord-ouest que les indigènes appellent "Cemal."

Cette circonstance donnée, les navires sont forcés de chercher un abri dans l'est de la pointe, par 11 mètres de fond à un quart de mille au large, en face de l'extrémité sud d'une longue ligne de falaises basses; sauf à venir de l'autre côté de la pointe (soit dans l'ouest) s'il survenait un coup de vent, ainsi qu'il arrive fort souvent pendant l'hiver.

Le climat de Djask est très chaud et l'humidité excessive.

On peut se procurer bien peu de choses dans le chef-lieu, qui est situé à 6 milles de distance du cap, et moins encore en cette dernière localité. Nous sommes en mesure d'affirmer que le nombreux personnel de la station télégraphique Anglaise attend toujours avec impatience l'arrivée des steamers provenant de Bombay pour avoir quelques fruits et légumes.

Nous ajouterons que malgré les grandes dépenses faites par le Gouvernement des Indes pour se procurer de l'eau potable, celle-ci est rare et de mauvaise qualité.

Pendant notre séjour à Djask nous avons constaté que toutes les citernes, construites spécialement par la Compagnie Télégraphique, étaient à sec faute de quantité suffisante de pluie tombée l'hiver dernier.

Ainsi donc, le mouillage parfois incertain de Ras Djask, qui oblige les navires à de fréquents déplacements, l'impossibilité de l'approvisionnement, à moins de faire venir le tout de Mascat ou de Bender Abbas, la chaleur humide du site qui constituerait un véritable danger pour les individus qui l'habiteraient et, enfin, le peu de surveillance que l'on serait à même d'exercer sur les arrivages des Indes, toutes ces circonstances, disons-nous, nous démontrent, plus qu'il n'en faut, que Djask ne se prête nullement à l'emplacement d'une station Sanitaire avec lazaret.

Veuillez, &c.
(Signé) DR. CAMPOSAMPIERO.
DR. IZÉLÉPIS.

No. 178.

Acting Consul-General Alban to the Marquess of Salisbury.—(*Received September* 30.)

(No. 83. Commercial.)

Alexandria, September 20, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a Report by Dr. Morrison on a meeting of the Quarantine Board held on the 7th instant, at which it was decided to accept the offer of the Municipality of Alexandria to place at the disposal of the Board a portion of the new slaughter-house as a quarantine park for cattle and sheep coming from healthy countries.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 178.

Dr. Morrison to Acting Consul-General Alban.

Alexandria, September 11, 1897.

Sir,

I HAVE the honour to report that at the usual monthly meeting of the Quarantine Board on the 7th September, the only subject of importance that came up for discussion again had reference to the Quarantine Regulations concerning animals.

During this month the new slaughter-house at Mex will be opened, and our quarantine parks there will not be ready until the 28th February, 1898. As it will be impossible with the slaughter-house at Mex to keep animals in quarantine at Chatby, it became necessary to come to some arrangement in the matter. Accordingly, the Egyptian Government approached the Alexandria Municipality with a view to an agreement. A Commission was appointed, consisting of Mr. Littlewood on behalf of the Government, of Mr. Guarino on the part of the Municipality, and of Mr. Millerand on the part of the Board. This Commission drew up a convention to something like the following effect:—

"We find that the half of the west side of the slaughter-house could easily be isolated from the rest of the slaughter-house by wooden partition, and would give room for 1,800 sheep, or for 800 sheep and 250 oxen. This part would be under the direction of the officials of the Quarantine Board, by whom dues would be collected; the water supplied by the Municipality would be paid for by the Board, who would at the time of evacuation (when the quarantine parks are ready) restore everything to the Municipality in its original good condition."

The Acting President said that there might be difficulty about landing animals at Mex, above all in winter. The Administration intended to study the question with the help of Morice Pasha; and he further mentioned the possibility or feasibility of coming to some arrangement with the Electric Tramways Company for the conveyance of animals in special waggons. The Administration, he said, was seriously studying the solution of the question.

The only critic of this Agreement was the Dutch Delegate (Dr. Demech). The Acting President at the commencement of the meeting mentioned that Messrs. Dervieu and Co., and Telemat Frères had brought an action for £ E. 24,000 against the Board because it refused to allow the importation of their animals from Syria. Now Dr. Demech said that the arrangement mentioned above (of having a part of the slaughter-house for the detention of animals in quarantine) might naturally be claimed by Dervieu and Telemat as a support of their claims.

This part of the slaughter-house would offer the same guarantees as the parks to be constructed. One of the reasons given by the Board for refusing the importation of cattle from Syria was, that the quarantine parks were not yet ready; but if this unforeseen arrangement came into force, why might not Dervieu and Telemat take advantage of it?

To this Mr. Littlewood replied that a part of the slaughter-house had been set aside for animals not coming from a country (like Syria) where typhus (rinderpest) exists, but for animals that might get infected by some other disease, and that would have to be killed in quarantine.

The Board had refused entry to animals from Syria because of the typhus that existed endemically there, so that Dervieu and Co. were not being badly treated. Fort Koubra is used for animals that are given free pratique, whereas Mex was for animals coming from the west, or, say, Macedonia, where typhus does not rage, but yet animals among whom some other disease needing isolation may appear.

The President said, also, that this concession of a part of the Mex slaughter-house was for the benefit of dealers bringing animals from countries free from typhus, animals among whom, however, some disease such as sheep-pox might break out, thus necessitating slaughter in quarantine or detention in quarantine for a longer or shorter period.

In short—

1. Chatby, owing to its distance and the necessity of crossing the town in going to and from it, is no longer possible with the slaughter-house at Mex.

2. Koubra is reserved for animals in free pratique without any symptom of disease.

3. Mex slaughter-house (or part of it rather) is for animals in quarantine, but not for animals from typhus-infected districts; to place such animals as the latter in quarantine at the Mex slaughter-house would constitute a formidable danger.

The Belgian Delegate (Dr. Berard) further emphasized these arguments. We could never admit that it is possible to modify the decision of the Board to refuse Syrian cattle simply because we have got a part of the Mex slaughter-house handed over to us. This is simply a place for animals coming from an uninfected district. Such animals remain in observation for twenty-four or forty-eight hours, and if any disease breaks out, they can be sent to Mex slaughter-house, and stay there until they are killed.

The Board, on the understanding that no animals coming from a typhus-infected country can be received, accepted the Convention drawn up by Messrs. Littlewood, Guarino, and Millerand. Dr. Demech abstained from voting.

End of the Pilgrimage.

Besides the different caravans, the steam-ship "Tarsus" arrived at Tor with 1,264 pilgrims, and at present is undergoing its quarantine there.

As soon as the "Tarsus" has finished her *séjour*, the camp at Tor will be finally broken up for this year.

Nothing else of importance was brought before the meeting.

I have, &c.

(Signed) ARTHUR MORRISON, *M.D.*

No. 179.

Mr. Howard to the Marquess of Salisbury.—(Received October 1.)

(No. 64. Commercial.)

The Hague, September 30, 1897.

My Lord,

WITH reference to my despatch No. 58, Commercial, of the 1st instant, I have the honour to report that yesterday afternoon I inquired of M. de Beaufort whether the Venice Sanitary Convention had been submitted to the States-General for ratification, as also whether the authorities of Netherlands India had replied to the question put to them on the subject of amending their Pilgrim Traffic Regulations in conformity with the provisions of that Convention.

His Excellency answered that although the Government desired to ratify the Paris Convention of 1894, as also the Declaration of the Venice Conference amending Article XIII of that Convention, they were unable to do so, owing to the fact that the Regulations of the Dutch East Indies now in force allowed a minimum height of 1·72 metres between-decks ("entrepont"), whereas Article XIII of the Paris Convention provides for a height of 1·80 metres in this regard, which provision, I understand, has not been changed by the Venice Declaration.

His Excellency added that it was impossible to alter the Dutch vessels now engaged in the pilgrim traffic at a moment's notice in the sense required, and that it would be useless to ratify a Convention if there was no immediate prospect of the Government being in a position to carry out its provisions. It would, however, perhaps be possible for the Netherland Government to ratify the Declaration in question, with the reservation that the existing pilgrim vessels should not be obliged to conform to the provisions of the same in regard to the height between-decks during a certain fixed period.

I urged M. de Beaufort to take immediate steps to make this proposal to the Signatory Powers, and he answered that he had already discussed the question of doing so with M. Bihourd, the French Minister at this Court.

On leaving his Excellency I at once called on M. Bihourd, who informed me that he had that afternoon written to Paris explaining the position of the Netherland Government in regard to this question, and inquiring whether it would not be possible to have a Protocol signed at Paris by the Representatives of the Powers concerned according to the Netherland Government the delay they desired to make their pilgrim vessels conform to the provisions of the Paris and Venice Conventions, the authorization, &c., to sign the Protocol to be obtained by the Representatives by telegraph from their respective Governments.

M. Bihourd kindly promised to communicate to me the reply of his Government.

Mr. Swettenham, of Her Majesty's Colonial Service, who is at the Hague on business connected with the Venezuelan Arbitration Commission, but who really belongs to the Straits Settlements Administration, informs me that the Dutch have

but few pilgrim vessels which are really Dutch; and that they charter foreign ships, chiefly British, for that traffic.

Should this practice still exist, and in the event of Her Majesty's Government agreeing to accord to that of the Netherlands the delay desired by the latter for the alteration of their pilgrim vessels, it might be well to try to obtain a distinct understanding that the delay is only granted in favour of really Dutch ships, or else the whole traffic may pass temporarily into Dutch hands.

I use the phrase "it might be well to try to obtain" advisably, for should the Netherlands not ratify the Convention, it is likewise probable that the traffic in question would revert to the Dutch, a fear which is entertained, I believe, by the Straits Settlements, and which has made them reluctant to adopt the provisions of the Venice Convention.

I have, &c.
(Signed) HENRY HOWARD.

No. 180.

Sir P. Currie to the Marquess of Salisbury.—(Received October 4.)

(No. 80. Commercial.)

Constantinople, September 30, 1897.

My Lord,

WITH reference to your Lordship's despatch No. 66, Commercial, of the 17th September, as to the question of the construction of lighthouses in the Red Sea, I have the honour to report that I have now received a communication from the Italian Chargé d'Affaires, notifying the readiness of his Government to support the representations proposed in my Circular of December last.

The French Embassy, I am informed, have as yet received no instructions from their Government on the subject; the Austrian Embassy have taken no steps in the matter at all, while the Russian Embassy now promise to communicate their answer to me in writing in a few days.

Under these circumstances, I cannot hope for an early conclusion of the affair, as even, if I should receive a speedy and favourable answer from my other colleagues, it is not likely that the Porte would give its assent without several months' delay.

I have, &c.
(Signed) PHILIP CURRIE.

No. 181.

Colonial Office to Foreign Office.—(Received October 6.)

Downing Street, October 5, 1897.

Sir,

WITH reference to your letter of the 2nd ultimo, I am directed by the Secretary of State for the Colonies to request you to inform the Marquess of Salisbury that a telegram has been received from the Governor of the Straits Settlements, inquiring whether the Netherland Government has ratified the Venice Sanitary Convention, and issued Regulations in accordance with that Convention; and I am to ask what answer can be returned to this telegram.

I am, &c.
(Signed) C. P. LUCAS.

No. 182.

The Marquess of Salisbury to Lord Cromer.

(No. 78. Commercial.)

Foreign Office, October 6, 1897.

My Lord,

I TRANSMIT to your Lordship herewith a copy of a despatch which has been received from Her Majesty's Chargé d'Affaires at Tehran respecting the desire of the Persian Government to be represented on the Egyptian Quarantine Board.*

* No. 173.

Mr. Hardinge submits certain considerations, based on the conditions suggested by your Lordship for the acceptance by the Egyptian Government of the proposal to appoint a Persian Delegate to the Board.

Under the circumstances, I propose instructing Mr. Hardinge to inform the Mushir-ed-Dowleh that in view of the comparative unimportance of Persian interests involved, *i.e.*, the very small proportion borne by the Persian pilgrims arriving at Mecca viâ Egypt to the total number of pilgrims journeying thither by that route, and taking into consideration the comparative unimportance of Persian shipping interests in Egyptian waters, Her Majesty's Government would not feel justified in proposing the addition of a Persian Delegate to the Quarantine Board, which is already rather numerous.

Mr. Hardinge might add that Her Majesty's Government would be happy to instruct the British Delegate to represent Persian interests in any question relating to the pilgrim traffic, in so far as he considered their support consistent with the views held on sanitary questions by Her Majesty's Government.

I shall be glad to learn whether your Lordship concurs in these instructions to Mr. Hardinge.

I am, &c.
(Signed) SALISBURY.

No. 183.

India Office to Foreign Office.—(Received October 8.)

India Office, October 7, 1897.

Sir,

WITH reference to Mr. Villiers' letter of the 15th ultimo, I am directed by the Secretary of State for India in Council to inform you that Lord George Hamilton concurs in the instructions which the Marquess of Salisbury proposes to address to Lord Cromer in regard to the lighting of the Red Sea.

I take this opportunity of forwarding copy of further papers on this subject recently received from India.

I am, &c.
(Signed) A. GODLEY.

Inclosure 1 in No. 183.

The Government of India to Lord G. Hamilton.

Simla, August 25, 1897.

My Lord,

IN continuation of our despatch dated the 29th June last, we have the honour to forward copy of communications received from the Governments of Madras, Bombay, and Burmah, regarding the need for providing a complete system of lighthouses in the lower portion of the Red Sea.

We have, &c.
(Signed) ELGIN.
G. S. WHITE.
J. WESTLAND.
J. WOODBURN.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.

Inclosure 2 in No. 183.

The Government of Madras to the Government of India.

July 1, 1897.

I AM directed to forward, for the information of the Government of India, the accompanying copy of the proceedings of this Government, embodying a representation from the Madras Chamber of Commerce, in which the importance to Eastern trade of establishing a complete system of lighthouses in the southern portion of the Red Sea is

brought forward. His Excellency the Governor in Council fully concurs in the views of the Chamber of Commerce as to urgent necessity for protecting this portion of the route to and from India, and trusts that the matter may be laid before the Secretary of State, for such action as may be deemed necessary.

Inclosure 3 in No. 183.

Extract from the Proceedings of the Government of Madras, Marine Department, dated July 1, 1897.

READ the following paper :—

From the Chamber of Commerce, Madras, to the Government of Madras, dated June 12, 1897.

I HAVE the honour to inclose a copy of a letter addressed to the Government of Bengal by the Bengal Chamber of Commerce on the subject of the urgent necessity of establishing a complete system of lighthouses in the southern portion of the Red Sea. In view of the vast interests at stake, both with regard to passenger and cargo traffic, the subject is one of urgent importance, and the Chamber trusts the Madras Government will give the matter its consideration, and address the Government of India in support of the Bengal Chamber's proposal.

Order thereon by the Government of Madras.

The Government of India will be addressed accordingly.

Inclosure 4 in No. 183.

The Government of Bombay to the Government of India.

July 2, 1897.

IN continuation of my letter dated the 28th January, 1896, I am directed to forward, for the information of the Government of India, copies of the inclosed papers, and to state that his Excellency the Governor in Council strongly supports the proposal made by the Bombay Chamber of Commerce in paragraph 5 of their letter regarding the provision of a complete system of lighthouses in the lower portion of the Red Sea.

Inclosure 5 in No. 183.

Letter from the Bombay Chamber of Commerce, dated June 10, 1897.

I HAVE the honour to wait upon Government with a copy of a representation addressed by the Bengal Chamber of Commerce to the Secretary to the Government of Bengal, with reference to the inadequate supply of lighthouses in the lower portion of the Red Sea.

2. I am also desired to invite attention to the correspondence which passed between the Bombay Chamber of Commerce and the Local Government in this connection, ending with your letter of the 14th June, 1892.

3. My Committee are in entire accord with the views expressed by the Bengal Chamber, and they are also of opinion that with the object of further increasing the safety of navigation in the southern part of the Red Sea, lighthouses of the descriptions mentioned should be erected as follows :—

Abu Ail.—A 25-miles flashing light to show over the Avocet Rock.

Mocha.—A flashing light either on shore or on shoals to show at least 10 miles outside the reefs.

Jebel Tier.—A 20-miles flashing light.

Ras Arah Shoal, off Mount St. Antonio.—A flashing light showing about 12 or 15 miles.

All these lights, the Committee consider, should be as powerful as possible, to show as far as can be, through haze, and not too high ; all to be white lights, and either occulting, flashing, or quick revolving.

4. The Committee have consulted the local representatives of Steamer Companies on this subject, and several officers of the Peninsula and Oriental Company at present in port concur with the above suggestions, and are also of opinion that the east side of the Hanish Islands is better than the west side for ships proceeding either to the northward or southward.

5. The Chamber trusts that his Excellency the Right Honourable the Governor in Council may be pleased to represent the matter to the Government of India with a view to a complete system of lighthouses being established in the south end of the Red Sea.

Inclosure 6 in No. 183.

Underwriters' Association, Bombay, to the Government of Bombay.

June 14, 1897.

I AM directed to wait upon you with a copy of a letter addressed by the Bengal Chamber of Commerce to the Secretary to the Government of Bengal, Marine Department, on the subject of the inadequate supply of lighthouses in the lower portion of the Red Sea, and to say that it has the entire support of the Committee of the Bombay Underwriters' Association.

Inclosure 7 in No. 183.

Chamber of Commerce, Karachi, to the Government of Bombay.

June 9, 1897.

I HAVE the honour to inclose copy of a letter dated the 19th May last, from the Bengal Chamber of Commerce to the Secretary to the Government of Bengal, Marine Department, on the subject of the great want of lighthouses in the lower portion of the Red Sea, and the urgent necessity of supplying the deficiency. The Managing Committee of this Chamber in strongly supporting the able arguments therein expressed, feel confident that the Government of Bombay, looking to the importance of the question, will be pleased to represent the matter promptly and forcibly to the Government of India ; in order that the same may be submitted to the Secretary of State for India, for such action as may be deemed necessary, to secure the early establishment of a complete system of lighthouses n the southern portion of the Red Sea.

Inclosure 8 in No. 183.

The Government of Burmah to the Government of India.

June 14, 1897.

I AM directed to submit, for the information of the Government of India, a copy of a letter dated the 4th June last, from the Secretary, Chamber of Commerce, Burmah, to this Government, concerning the necessity of establishing a complete system of lighthouses in the southern portion of the Red Sea.

Inclosure 9 in No. 183.

Rangoon Chamber of Commerce to the Government of Burmah.

June 4, 1897.

I AM desired by the Committee to forward, for the information of the Government, copy of a letter addressed by the Bengal Chamber of Commerce to the Government of Bengal under date 19th May, with reference to the necessity of establishing a complete system of lighthouses in the southern portion of the Red Sea.

The Committee are of opinion that this matter will commend itself to the attention of the Government of Burmah, and in the interests of large amount of shipping which passes through the Canal to and from Burmah, that the necessary support will be given to any action taken by the Government of India in this matter.

No. 184.

India Office to Foreign Office.—(Received October 8.)

Sir,

India Office, October 7, 1897.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Villiers' letter of the 17th ultimo respecting the proposed Sanitary station at Jask, and, in reply, to inform you that, before expressing any opinion on the points to which you refer, Lord George Hamilton deems it necessary to consult the Government of India; on ascertaining their views a further communication will be addressed to you.

I am, &c.
(Signed) A. GODLEY.

No. 185.

Foreign Office to Colonial Office.

Foreign Office, October 8, 1897.

Sir,

IN reply to your letter of the 5th instant inquiring whether the Netherland Government have ratified the Venice Sanitary Convention, I am directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Secretary of State of the Colonies, copy of a despatch which has been received from Her Majesty's Minister at the Hague on the subject.*

From this despatch it will be seen that the Netherland Government hesitate to ratify the Venice Sanitary Convention on the ground that the Regulations of the Dutch East Indies now in force allow a minimum height of 1·72 metres between the decks of pilgrim ships, whereas Article XIII of the Paris Convention provides for a height of 1·80 metres, and that it is impossible to alter the Dutch vessels now engaged in the pilgrim traffic at a moment's notice.

It will be seen, however, on p. 437 of the *Procès-verbaux* of the Venice Sanitary Convention that, at the instance of the Netherland Delegate, the wording of the Article was altered from "au moins 1 metre 80" to "environ 1 metre 80." A height of 1·72 metres is only 3½ inches short of 1·80 metres, and may certainly pass under the word "environ."

Lord Salisbury proposes, with Mr. Secretary Chamberlain's concurrence, to instruct Mr. Howard to reply to the Netherland Government in this sense.

I am, &c.
(Signed) F. H. VILLIERS.

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* No. 179.

No. 186.

Foreign Office to Local Government Board.

Sir,

Foreign Office, October 9, 1897.

I AM directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the President of the Local Government Board, copies of two Sanitary letters from the Government of India relative to the measures adopted to give effect to the Venice Convention, which his Lordship has received from the Secretary of State for India.

Lord Salisbury is of opinion that the only point which calls for observation in these papers is contained in paragraph 13 of the 16th inclosure in the Sanitary letter No. 16 of 1897.

He does not think that the Government of India should refuse pratique to any healthy vessel at Aden; although they may, if they deem it necessary, impose certain restrictions, the maximum of such restrictions being that laid down by the Convention.

Before, however, taking any action in the matter, Lord Salisbury would be glad to be favoured with Sir R. Thorne's views on the subject.

I am, &c.
(Signed) F. H. VILLIERS.

No. 187.

Colonial Office to Foreign Office.—(Received October 13.)

Sir,

Downing Street, October 12, 1897.

IN reply to your letter of the 8th instant I am directed by the Secretary of State for the Colonies to request you to inform the Marquess of Salisbury that he concurs in the instruction proposed to be sent to Mr. Howard, relative to the ratification of the Venice Convention by the Netherland Government, but I am also to suggest that Mr. Howard should be instructed to again ask from what date new Regulations in accordance with that Convention will be brought into force in the Netherlands Indies, explaining that it is proposed to introduce the new Pilgrim Traffic Regulations in the Straits Settlements at the same time as in the Netherlands Indies.

I am, &c.
(Signed) C. P. LUCAS.

No. 188.

The Marquess of Salisbury to Sir P. Currie.

(No. 70. Commercial.)

Sir,

Foreign Office, October 13, 1897.

I HAVE received your Excellency's despatch No. 80, Commercial, of the 30th ultimo with regard to the construction of lighthouses in the Red Sea.

In view of the improbability of obtaining the assent of the Porte to the proposed establishment of lighthouses, in accordance with your Excellency's Circular to the Representatives of the Powers of December 1896, and in view of the urgent need of obviating by some means the dangers which exist for navigation in the Red Sea, I have instructed Her Majesty's Agent and Consul-General in Egypt to endeavour to secure the assent of the Powers to the scheme for the establishment of lightships proposed by him in his despatch No. 31, Commercial, of the 9th June last, and concurred in generally by the Board of Trade. I have accordingly to request your Excellency to inform the Porte and the Ambassadors of the Powers of the action which Her Majesty's Government propose to take in the matter.

I am, &c.
(Signed) SALISBURY.

No. 189.

The Marquess of Salisbury to Lord Cromer.

(No. 79. Commercial.)

Foreign Office, October 13, 1897.

My Lord,

WITH reference to my despatch No. 69, Commercial, of the 4th August last, in regard to the construction of lights in the Red Sea, I transmit to your Lordship herewith copy of a despatch which I have received from Her Majesty's Ambassador at Constantinople,* pointing out the delays that are likely to occur in obtaining the assent of the Porte to the proposed establishment of lighthouses in the Red Sea, even supposing the five Great Powers should agree to support his representations on the subject.

In view of these considerations, I have to request your Lordship to endeavour to secure the assent of the Powers to the establishment of lightships as proposed in your Lordship's despatch No. 31, Commercial, of the 9th June last, and concurred in generally by the Board of Trade.

I am, &c.

(Signed) SALISBURY.

No. 190.

Mr. Howard to the Marquess of Salisbury.—(Received October 15.)

(No. 68. Commercial.)

The Hague, October 14, 1897.

My Lord,

WITH reference to my despatch No. 64, Commercial, of the 30th ultimo, I have the honour to report that M. de Beaufort has informed me that it has been ascertained from the Government of Netherlands India that the 1 metre 72 centim. given in the first instance as the height between decks of the Dutch vessels engaged in the Pilgrim Traffic, was the height between the floor deck and the lower parts of the beams which support the deck above, and that the real height between the two decks proper exceeds the 1 metre 80 centim. stipulated by the Venice Convention of March 1897.

Under these circumstances, his Excellency added, there is no reason why that Convention should not be ratified by the Netherlands Government, and it will therefore be submitted to the States-General for that purpose.

I learn confidentially that the Netherlands East Indies were, as I had already suspected, very reluctant to ratify the Treaty, but that the Home Government insisted that it was necessary to do so.

I have, &c.

(Signed) HENRY HOWARD.

No. 191.

Foreign Office to Colonial Office.

Foreign Office, October 18, 1897.

Sir,

I AM directed by the Secretary of State for Foreign Affairs to acknowledge receipt of your letter of the 12th instant on the subject of the ratification of the Venice Sanitary Convention, and to inform you that the proposed instruction has been sent to Her Majesty's Minister at the Hague, with the addition suggested in your above-mentioned letter.

I am, &c.

(Signed) F. H. VILLIERS.

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* No. 180.

No. 192.

The Marquess of Salisbury to Mr. Howard.

(No. 26. Commercial.)

Foreign Office, October 21, 1897.

Sir,

I HAVE received your despatch No 68, Commercial, of the 14th instant, stating that in view of satisfactory information received from the Government of the Netherlands Indies, with regard to the height between-decks of the Dutch vessels engaged in the pilgrim traffic, the Venice Sanitary Convention will be submitted by the Netherland Government to the States-General for ratification.

I have to instruct you to inquire again as to the date from which new Regulations, in accord with the Convention in question, will be brought into force in the Netherlands Indies, explaining that it is proposed to introduce the new Pilgrim Traffic Regulations in the Straits Settlements at the same time as in the Netherlands Indies.

I am, &c.

(Signed) SALISBURY.

No. 193.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received October 25.)

(No. 86. Commercial.)

Alexandria, October 15, 1897.

My Lord,

I HAVE the honour to forward herewith copy of a Report by Dr. Morrison dated the 9th instant, respecting a meeting of the Quarantine Board which took took place on the 5th instant.

The most important question on the "ordre du jour" was that as to whether a healthy vessel which has not completed ten days from her port of departure on arriving at Suez, and enters the Canal in quarantine, can (under the 1st Article of the new Plague Rules adopted at the meeting of the 23rd June last) be admitted to free pratique at Port Saïd if she completes her ten days in the Canal.

The Board decided in the affirmative, basing itself on what seemed to be the intention of § (*b*) of the Article referred to above.

I am, like Dr. Morrison, of opinion that Dr. Legrand's definition of "indemne," or healthy vessels is not in accordance with the Venice Convention, and that his contention that a healthy vessel cannot be allowed to transit the Canal in quarantine unless she has completed ten days from the last infected port, is clearly contrary to the terms of § (*b*) referred to above.

I understand that Dr. Legrand will probably raise the question again shortly.

I have, &c.

(Signed) ARTHUR D. ALBAN.

Inclosure in No. 193.

Dr. Morrison to Acting Consul-General Alban.

Alexandria, October 9, 1897.

Sir,

I HAVE the honour to report that at the usual monthly meeting of the Quarantine Board, held on the 5th October, the first matter on the "ordre du jour" concerned the "interpretation to be put on the 1st Article of the Plague Regulations as far as it applies to ships that have entered the Canal before the completion of ten days from an infected port."

The matter arose in consequence of a letter received by the President from the Agent at Port Saïd of the Messageries Maritimes. The letter stated that one of the Company's vessels ("Ernest Simons") arrived at Suez from Bombay after a voyage of nine days eighteen hours; free pratique at Suez was not granted because ten days had not been completed. She entered the Canal in quarantine and arrived at Port Saïd after a voyage from Bombay of ten days nine hours. At Port Saïd the

quarantine officials refused her free pratique. The Messageries Maritimes Agent wanted to know the reason why.

The President said he thought the Quarantine official at Port Saïd acted perfectly within his rights, because the case of the "Ernest Simons" is not exactly met by the Regulations. The 1st Article of these Regulations is as follows:—

"*Navires Indemnes.*

"(*a.*) Les navires reconnus indemnes, après visite médicale, auront la libre pratique immédiate, quelle que soit la nature de leur patente. . . . . Le navire devra, toutefois, avoir complété ou compléter dix jours pleins à partir du moment de son départ du dernier port contaminé.

"(*b.*) Les navires indemnes ordinaires auront la faculté de passer le Canal de Suez en quarantaine. Ils entreront la Méditerranée en continuant l'observation de dix jours."

These Regulations come under the heading of "Mesures à prendre dans la Mer Rouge." Nothing is said of Port Saïd. The question to decide was whether if the ten days were completed on the vessel's arrival at Port Saïd she should get free pratique there.

The French Sanitary Delegate (Dr. Legrand) said that before the Board decided this point, there was a preliminary question to be taken up. Should a vessel arriving at Suez before the expiry of ten days be allowed to go through the Canal in quarantine? Dr. Legrand defined a "navire indemne" as follows:—

1. A vessel where the medical visit presented no suspicious case.

2. And besides, a vessel which had made a voyage equal in length to the period of incubation of the disease in question in the case of plague, ten days.

He accordingly maintained that no vessel from a plague-infected port ought to be allowed to enter the Canal, in quarantine even, until she had completed her ten days.

Supposing a case of plague were to occur in the Canal, what would be done with the vessel at Port Saïd? Would you turn her back to Suez?

At Port Saïd there is no means of isolating or disinfecting a ship.

The President replied that the interpretation of Dr. Legrand could not be allowed, but that the question before the Board was quite different, and he asked the Board to decide that matter first of all. Shall a "navire indemne" that completes her ten days in the Canal, be allowed free pratique at Port Saïd after a favourable medical visit?

The Board voted on this point, and the Delegate for Portugal (Dr. Massa) alone voted against it, while the French Consular Delegate, M. de Coppet, voted with the majority in favour of it.

With regard to Dr. Legrand's observations the President said that if the Sanitary Delegate for France would formulate his proposals or ideas, he would be ready to bring the matter before the Board at its next meeting.

With regards to Dr. Legrand's definition of a "navire indemne," I think he is altogether wrong. A "navire indemne" is simply an uninfected ship. The Regulations say nothing about the number of days that must elapse before the vessel is to be considered "indemne." If there were plague at Jeddah and a vessel arrived from Jeddah at Suez in three days without a case and desired to transit the Canal in quarantine, the Regulations order us to let her do so.

The objects of the transit in quarantine I take to be (1) not to delay vessels at Suez; (2) to safeguard Egypt by allowing no communication; (3) to allow the European Powers, in case of an infected vessel arriving at their ports, to take their own measures of disinfection, quarantine, &c.

Paragraph (*b*) of the 1st Article (already quoted) says: "Les navires indemnes auront la faculté de passer le Canal en quarantaine. Ils entreront dans la Méditerranée en continuant l'observation de dix jours. They therefore enter the Canal and even the Mediteranean before the completion of ten days.

With regard to Dr. Legrand's supposition of a case of plague occurring on board a vessel in the Canal, I reply that if the vessel has nearly completed her ten days and wants free pratique at Port Saïd, it is extremely improbable that a vessel uninfected for more than nine days before her arrival at Suez, should on the tenth day have a case of plague in the Canal. If again the vessel has a case before

the expiry of ten days, and in the Canal, then she transits the whole Canal and leaves Port Saïd in quarantine, so that we have really no communication with the ship, have in fact no sure means of knowing that there is a case of plague on board She goes into the Mediterranean, declares the state of matters at the port to which she is bound. That port deals with the vessel accordingly.

Vacant Post of Veterinary Surgeon.

By the death of M. Armanien a post is vacant. M. Armanien was stationed at Ismaïlia. His work will be done temporarily by the veterinary surgeon at Kantarah. The President proposed to fill the late M. Armanien's post in three months, and to advertsie the vacancy. The candidate chosen need not necessarily be employed at Ismaïlia. Approved.

Construction of a Drain in connection with the Medical Officers' Houses at Suez.

This was found by the "Commission des Améliorations" to be absolutely necessary. The matter was referred to the Public Works, who estimate the cost at £ E. 165. Approved.

Plans of Buildings at Tor.

The plans were laid on the table with some modifications proposed by the "Commission des Améliorations." The plans amended were accordingly sent to the Public Works Department for the speedy preparation of the definite plans.

I have, &c.
(Signed) ARTHUR MORRISON.

No. 194.

Mr. Howard to the Marquess of Salisbury.—(Received October 25.)

(No. 72. Commercial.)

The Hague, October 23, 1897.

My Lord,

I HAVE the honour to report that with reference to the instructions contained in your Lordship's despatch No. 26, Commercial, of the 21st instant, I have addressed a note this day to M. de Beaufort inquiring of his Excellency as to the date from which the new Pilgrim Traffic Regulations, in accord with the Venice Sanitary Convention, would be brought into force in the Netherlands Indies, and explaining that Her Majesty's Government propose to introduce them in the Straits Settlements at the same date.

I have, &c.
(Signed) HENRY HOWARD.

No. 195.

Colonial Office to Foreign Office.—(Received October 28.)

Downing Street, October 27, 1897.

Sir,

WITH reference to the letter from this Department of the 18th September last, and to previous correspondence respecting the repatriation of destitute Malay pilgrims from Jeddah, I am directed by Mr. Secretary Chamberlain to transmit to you, for the consideration of the Marquess of Salisbury, copy of a despatch from the Governor of the Straits Settlements, in which he points out that out of 107 pilgrims, for whom the British Consul at Jeddah provided passages to the Colony, only a small proportion proved, in reality, to be British subjects, or natives of the Malay Peninsula.

I am to suggest, if Lord Salisbury sees no objection, that the Consul should be called upon to report what steps he took to satisfy himself that the pilgrims in question were, in reality, Malays belonging to the Malay Peninsula.

I am, &c.
(Signed) C. P. LUCAS.

Inclosure in No. 195.

Governor Sir C. Mitchell to Mr. Chamberlain.

Government House, Singapore, September 29, 1897.

Sir,

REFERRING to my despatch of the 15th August, and previous correspondence on the subject of assisting destitute Malay pilgrims at Jeddah to return to this Colony, I have the honour to inform you that the Consul at Jeddah notified the departure of 112 "British Malay pilgrims," for 107 of whom he had provided passages at the rate of 28 dollars each at the expense of the Colony.

2. I caused the ship in which they came to be boarded immediately on arrival in the Colony, and inquiries to be made as to the destination of the pilgrims.

3. From these inquiries it appears that seventeen persons without doubt belong to Penang and Province Wellesley, and are British subjects.

4. Of the remainder who were traced, sixty-eight stated that they belonged to Singapore, eight to Klang (Selangor), five to Seremban (Negri Sembilan), two to Cocob (Johor), one to Muar, and one to Batu Pahat, but these eighty-five were all Javanese, some of them scarcely able to speak Malay, and amongst them there was not found a single one who could be said to belong to this Colony. Some of them who were interrogated on board ship gave addresses which, on inquiry, were found to be false, thinking, doubtless, that an attempt would be made to recover the passage-money.

5. I had heard from another source that the Malay pilgrims remaining at Jeddah claimed to be British subjects, although few of them were so really, and I would point out the hardship to this Colony of being obliged to repatriate aliens.

I have, &c.
(Signed) C. B. H. MITCHELL.

No. 196.

Local Government Board to Foreign Office.—(Received October 30.)

Whitehall, October 29, 1897.

Sir,

I AM directed by the Local Government Board to acknowledge the receipt of your letter of the 9th instant, transmitting copies of two Sanitary letters from the Government of India relative to the measures adopted to give effect to the Venice Convention; and I am to forward to you, for the information of the Marquess of Salisbury, the accompanying copy of a Minute by Sir Richard Thorne on paragraph 13 of the 16th inclosure in the Sanitary letter of 1897.

The documents which accompanied your letter are herewith returned.

I am, &c.
(Signed) ALFRED D. ADRIAN,
Assistant Secretary.

Inclosure in No. 196.

Memorandum by Sir R. Thorne.

ABSENCE from official duty has caused some delay in my compliance with the request of the Marquess of Salisbury that I should express my views on paragraph 13 of the inclosure in the Sanitary letter, dated from Simla the 1st June last, and signed by the Secretary to the Government of India.

The paragraph in question is concerned with the prevention of plague, and relates to a revision of the Rules for the port of Aden. It states that in view of the position of Aden as the port of call for Europe, the existing Rule which refuses

pratique to all vessels until ten days from the date of their departure should be maintained.

On this my opinion is that if it is decided to maintain the existing Rule in a revised Code, as suggested, the decision will be one to be regretted from the point of view of public health, and one that may come to have serious consequences for British shipping and commerce.

After many years of effort, the principle for which Great Britain has so long contended that a ship is not to be judged by reason of the state of health of the country or port of departure, but by reason of the state of health of those on board, has come to be largely accepted by a considerable number of the leading nations of Europe.

Up to the date of the Venice Conference, 1897, arrival at Suez for the purposes of traversing the Suez Canal had always been regarded as arrival at a port; and, it being held by a majority of Governments that the state of health on board a ship could not be ascertained until the period of incubation of the disease immediately in question had elapsed, free pratique was only accorded at Suez for the passage of the Canal after the incubation period, viz., that of cholera, had elapsed.

Had this same principle of refusing pratique for the purposes of transit of the Canal, &c., been maintained and applied to plague, with an incubation period deemed to be of ten days' duration, the consequences in respect of traffic from British India into the basin of the Mediterranean would have been very serious. Hence it was that the British and Indian Delegates used their utmost endeavours in Venice to secure a modification of the existing practice, and, as explained in paragraph 7 of the same inclosure, the result was that the restrictions obtaining for the purposes of plague were so modified as to free hitherto healthy vessels reaching Suez from infected ports of India, before the expiration of the ten days' incubation period, from the disability to coal, to land passengers, and to pass through the Canal.

It is true that all which both British India, as well as England, had so strenuously and so consistently asked for both at the Rome Conference in 1885 and elsewhere—namely, perfect freedom of sanitary control in the matter of the passage of the Suez Canal—has not yet been attained, but the gain to British India secured at Venice has, I believe, been regarded as by no means unimportant.

This gain was obtained notwithstanding the contention so often made that whilst Great Britain was quite ready to place no sanitary restrictions on her commerce in her home ports, she took good care to act in the opposite sense as regards her dependencies in warmer latitudes; and I can conceive nothing which would be better calculated to give support to this contention—so erroneous in so far as the responsibility on the part of Great Britain for such contradictory action is concerned—than a re-enactment of the refusal of pratique at Aden for healthy vessels that have not been ten days at sea.

It would have been unfortunate if an old, and in one sense, antiquated Rule to that effect had been maintained; but the result of drawing out such a Rule anew immediately after the contentions of the Representatives of Great Britain and India at the Venice Convention had been published, and immediately after Great Britain and British India had gained much that they sought as the result of arguments and votes which implied that they did not consider a period of ten days needful to secure free pratique would, in my opinion, be most serious.

As I understand it, the Venice Convention was accepted by British India, as well as by Great Britain, as sufficient for the purposes of Indian ports in the matter of plague. If so, any restriction applied to "healthy" vessels arriving at Aden, beyond those permissible under the terms of the Convention, would, I assume, amount to a breach of the Convention, and it would be most unfortunate if any such breach were made for the purposes of a port deemed to be an Indian port.

How far any such action might affect the ratification of the Convention is also a matter deserving of consideration.

I note, however, that the despatch states that in any revision of the Rules for the port of Aden "the conclusions of the Conference (of Venice) should be borne in mind." It may therefore be that the term "to refuse pratique" at Aden may have a different meaning to the same term as understood in England and in other countries of Europe.

(Signed) RICHARD T. THORNE.

October 18, 1897.

No. 197.

Sir P. Currie to the Marquess of Salisbury.—(Received November 1.)

(No. 83. Commercial.)

Therapia, October 26, 1897.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 70, Commercial, of the 13th instant, respecting the proposed establishment of light-ships in the Red Sea, but should be glad of fuller details as to the precise nature of the communications which I am to address to the Porte and the Ambassadors.

Your Lordship is aware from my despatch No. 80 of the 30th September, and from previous correspondence, that the treatment of this question through the medium of the Embassies at Constantinople has not yielded satisfactory results in the past. The Ambassadors seemed unwilling to address their Governments on a subject which they doubtless felt lay without their immediate official sphere, and the reports which they finally sent after my reiterated requests have elicited reply from only two of the Governments concerned. I understand from your Lordship's despatch that Lord Cromer is endeavouring to secure the assent of the Powers to the arrangement through their Representatives in Egypt, and I would submit that a double communication, both at Constantinople and Cairo, is superfluous.

It is also not plain to me what reason I should allege for informing the Sublime Porte of the proposals made by Her Majesty's Government. The essence of the arrangements is that it is independent of the Ottoman Government, because the light-ships are to be anchored ouside the 3-mile limit, and the funds to be provided from purely Egyptian sources. It appears to me that if our proposals are communicated to the Porte at this stage of the proceedings, we might be understood to consult the Ottoman Government or to admit that they have a voice in the matter, and I would suggest that it would be preferable to take no action at present and merely to notify the decision of the Powers as a *fait accompli* whenever it shall have been finally settled.

I have, &c.

(Signed) PHILIP CURRIE.

No. 198.

Lord Cromer to the Marquess of Salisbury.—(Received November 1.)

(No. 45. Commercial.)

Cairo, October 21, 1897.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 78, Commercial, of the 6th instant, respecting the desire of the Persian Government to be represented on the Egyptian Quarantine Board.

In reply to your Lordship's inquiry, I venture to express my concurrence with the instructions which your Lordship proposes to send to Mr. Hardinge.

I have, &c.

(Signed) CROMER.

No. 199.

India Office to Foreign Office.—(Received November 2.)

India Office, October 30, 1897.

Sir,

WITH reference to your letter of the 28th instant, I am directed by the Secretary of State for India to forward copy of a telegram from the Viceroy of India, dated the 28th idem, announcing that no case of plague has occurred at Madras during the last ten days, and that all persons segregated there have been released.

I am, &c.

(Signed) A. GODLEY.

No. 202*.

The Marquess of Salisbury to Mr. C. Hardinge.

(No. 12. Commercial.)

Foreign Office, November 8, 1897.

Sir,

I HAVE had under my consideration, in communication with Lord Cromer, your despatch No. 14, Commercial, of the 6th August last, relative to the desire of the Persian Government to be represented on the Egyptian Quarantine Board.

In view of the comparative unimportance of Persian interests involved, as evidenced by the very small proportion borne by the Persian pilgrims arriving at Mecca viâ Egypt to the total number of pilgrims journeying thither by that route, and by the relative insignificance of Persian shipping in Egyptian waters, Her Majesty's Government do not feel justified in proposing the addition of a Persian Delegate to the Quarantine Board, which is already rather numerous, and you should make a communication to the Mushir-ed-Dowleh in this sense. You might at the same time add that Her Majesty's Government would be happy to instruct the British Delegate to represent Persian interests in any question relating to the pilgrim traffic in so far as he considers such support to be consistent with the views held on sanitary questions by Her Majesty's Government.

I am, &c.

(Signed) SALISBURY.

Inclosure in No. 199.

The Viceroy of India to Lord G. Hamilton.

(Telegraphic.)

October 28, 1897.

IN continuation of telegram of 18th October. No case plague at Madras for ten days. All persons segregated have been released.

No. 200.

Lord Cromer to the Marquess of Salisbury.—(Received November 3.)

(No. 30. Commercial.)

(Telegraphic.) P.

Cairo, November 3, 1897.

WITH reference to your Lordship's despatch No. 79 of the 13th ultimo on the subject of lightships in the Red Sea, is it contemplated that the Egyptian Government should be moved by me to address a Circular to the Powers, or does Her Majesty's Gavernment wish the latter to be addressed to itself? The former had seemed to me to be the more simple course, as in either case a Khedivial Decree will be necessary. An Egyptian Circular is now in course of preparation. But, in a conversation I recently had with the Russian Consul-General, I gathered that he was inclined to think that it lay outside the sphere of action of the Egyptian Government to initiate the proposal to place lightships in the Red Sea; and that it would be in a more correct form if Her Majesty's Government were to address the Powers, and that the latter should subsequently signify to Egypt their decision.

If this is, in your Lordship's opinion, the preferable course, I would send the draft Egyptian Circular home; it would facilitate action from London by its statement of the facts of the case.

No. 201.

The Marquess of Salisbury to Lord Cromer.

(No. 16. Commercial.)

(Telegraphic.) P.

Foreign Office, November 3, 1897.

I HAVE received your Lordship's telegram No. 36, Commercial, respecting Red Sea lightships. It would seem preferable for the Egyptian Government to issue the Circular to the Powers.

No. 202.

Foreign Office to Consul Devey.

(No. 3. Commercial.)

Sir,

Foreign Office, November 3, 1897.

WITH reference to a despatch No. 2, Commercial, of the 17th July, which was addressed to you from this Department on the subject of the repatriation of Malay pilgrims, I am directed by the Marquess of Salisbury to transmit to you herewith copy of a letter, as marked in the margin,* inclosing copy of a despatch from the Governor of the Straits Settlements in which he points out that out of 107 pilgrims for whom passages were provided by you, only a small proportion proved in reality to be British subjects or natives of the Malay Peninsula.

I am to request that you will furnish Lord Salisbury with a report as to the means you adopted for ascertaining the nationality of the pilgrims in question.

I am, &c.

(Signed) T. H. SANDERSON.

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* No. 195.

No. 203.

The Marquess of Salisbury to Sir P. Currie.

(No. 74. Commercial.)

Foreign Office, November 9, 1897.

Sir,

I HAVE received your Excellency's despatch No. 83, Commercial, of the 26th ultimo, and in view of the considerations therein submitted, you are authorized to defer for the present making any communication either to the Porte or to the Ambassadors of the Powers, on the subject of the proposed establishment of light-ships in the Red Sea.

I am, &c.
(Signed) SALISBURY.

No. 204.

Memorandum by Sir H. Bergne.

YANKO BEY, introduced by Lord George Hamilton, came, as I understood, on behalf of M. Collas and himself, to inquire whether it was still possible that Her Majesty's Government could come to an understanding for the construction by M. Collas of lights in the Red Sea, on the basis of an annual subvention by the Egyptian Government.

I reminded him that one of the objects of our arrangement with M. Collas was to get rid of the Concession for lighting the Red Sea. He acknowledged this, but said that as he understood the Porte would never consent to allow the Egyptian Government to construct and maintain lights on the Turkish coast of the Red Sea, he thought there might still be some possibility of an understanding with the original concessionnaires.

I did not think well at this stage to apprise him of our scheme for lightships (which, however, may possibly be the reason of his coming), but I merely suggested that he should put any proposal he had to make in writing, when it would receive careful consideration.

H. G. B.

Foreign Office, November 10, 1897.

No. 205.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received November 11.)

(No. 87. Commercial.)

Alexandria, November 3, 1897.

My Lord,

I HAVE the honour to forward herewith a copy of a Report by Dr. Morrison on the usual monthly meeting of the Quarantine Board which took place yesterday.

The only important decisions adopted were: (1) the resumption of the Parcel Post Service between Bombay and Port Saïd, which was broken off during the plague scare at the end of last year; and (2) the admission of animals from Arabia into Suakin and Kosseir to be slaughtered in quarantine there. In accordance with the Rules respecting the importation of animals, sheep and cattle could not hitherto be imported direct into these places but were first landed at Suez, a system which caused great inconvenience.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 205.

Dr. Morrison to Acting Consul-General Alban.

Alexandria, November 2, 1897.

Sir,

I HAVE the honour to report that at the usual monthly meeting of the Quarantine Board held to-day, the following matters were on the "ordre du jour":—

The Buildings at Tor.

The President suggested that a Commission should proceed to Tor with the Government Engineer (chosen to superintend the erections and installations there) to study on the spot the most convenient arrangements to be made. He proposed that the Commission should consist of the President, the Government Engineer, and two Delegates of the Board.

The President's suggestion was approved of without comment, and MM. Berard (Belgian Delegate) and Legrand (French Sanitary Delegate) were chosen as the two representatives of the Board.

Resumption of Parcel Post between Bombay and Egypt.

It may be remembered that almost at the beginning of the outbreak of plague in Bombay, the Board resolved (on the recommendation of the then President) to suppress the Parcel Post Service between Bombay and Egypt. Perhaps this was done somewhat hurriedly and in a panic, while the first scare of the plague was menacing us. At that time, also, it would have been difficult, perhaps, to agree on any list of what constitated susceptible goods. At all events, the Board at that time agreed with the Postmaster-General at Alexandria that the simplest and most efficacious measure of prohibition was to stop the Parcel Post between Bombay and Egypt.

But since that time a Conference has assembled at Venice, has formulated a Règlement against the plague, and has drawn up a list of prohibited goods. The Postmaster-General at Bombay has written to the Postmaster-General at Alexandria suggesting the resumption of the Parcel Post.

The President yesterday suggested, and the Board unanimously accepted, the following proposal:—

That the Parcel Post between Bombay and Port Saïd be resumed from to-day (2nd November) on condition that the parcels contain no goods prohibited by the Plague Regulations.

Every parcel to be accompanied by a declaration of the nature of its contents.

All parcels to be opened at Port Saïd, and if they contain prohibited goods they will be burnt at once.

The Director of the Quarantine Office of Port Saïd or his representative will have a right to be present at the examination of the parcels, and in case of doubt his decision will be final.

Importation of Cattle at Suakin.

The contractor of the Egyptian army has asked permission to import cattle at Suakin. Up to present animals can be imported only into Suez, Kantara, Port Saïd, and Alexandria, where there are complete veterinary services. It seems a hardship that cattle should have to be sent all the way from Suez to Suakin, while a supply can be got from Arabia.

The Board unanimously agreed to allow the importation at Suakin of animals for food, the animals to be slaughtered in quarantine.

Proposal of the French Delegate regarding Posts vacant in the Quarantine Administration.

M. de Coppet brought forward a proposal that all vacancies occurring in the Administration be brought before the Board, in order that the Board may decide on the desirability of advertising the vacancy.

A rather rambling and informal discussion took place, from which it appeared that M. de Coppet's proposal is in effect carried out. When a post becomes vacant, men deserving of promotion are promoted by the President with the sanction of the Board; whereas if a new post is created, or if there are no suitable men already in the Administration, the post is advertised. After an interchange of views on this point a proposal was made to revert to the "ordre du jour," and this amendment to M. de Coppet's motion was carried by 8 votes against 6.

Members of the "Commission Permanente."

For the ensuing three months Dr. Demech and Dr. Morrison were appointed members of the "Commission Permanente," and Dr. Zancarol and M. Baerecke (acting German Delegate) were appointed "membres suppléants."

For a post of engineer (mechanic) at Suez the Board, by 14 votes against 2, decided not to advertise it, and appointed M. Avellone (an Italian) on the recommendation of the Finance Committee.

Leave of absence asked for by two of the Suez Sanitary Guards was, on the suggestion of the President, refused on the ground that, as was long ago decided by the Board, it is inadvisable to grant leave to functionaries during the existence of an epidemic where their services are needed.

I have, &c.
(Signed) ARTHUR MORRISON.

No. 206.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received November 11.)

(No. 88. Commercial.)

Alexandria, November 3, 1897.

My Lord,

WITH reference to my telegram of yesterday I have the honour to state that the following are the terms of the decision adopted by the Egyptian Quarantine Board at yesterday's meeting:—

"The Board decided that the Parcel Post Service may be resumed from this day, between Bombay and Port Said, on condition that the parcels do not contain any merchandize prohibited by the Regulations against the plague.

"Every parcel shall be accompanied by a declaration concerning the nature of its contents.

"All parcels shall be opened at Port Said, and if they contain prohibited merchandize, they shall be destroyed by fire.

"The Director of the Quarantine Office at Port Said, or his representative, shall have the right to be present at the examination of the parcels, and, in case of doubt, his decision shall be final."

The Articles prohibited are the following, as laid down in the Plague Rules:—

"Les objets ou marchandises susceptibles, qui peuvent être désinfectés ou prohibés à l'entrée, sont—

"1. Les linges de corps, hardes et vêtements portés (effets à usage), literies ayant servi.

"2. Les chiffons et drilles sans en excepter les chiffons comprimés par la force hydraulique, qui sont transportés comme marchandises en ballots.

"3. Les sacs usés, les tapis, les broderies ayant servi.

"4. Les cuirs verts, les peaux non tannées, les peaux fraîches.

"5. Les débris frais d'animaux, onglons, sabots, crins, poils, soies et laines brutes.

"6. Les cheveux."

I have, &c.
(Signed) ARTHUR D. ALBAN.

No. 207.

India Office to Foreign Office.—(Received November 12.)

India Office, November 11, 1897.

Sir,

I AM directed by the Secretary of State for India to forward, for submission to the Marquess of Salisbury, copy of a telegram from the Government of India, dated the 6th instant, intimating that it is contemplated to allow pilgrims, under certain conditions, to start from India for the Holy Cities of Arabia, the prohibition issued last February being deemed applicable only to the current season then about to commence.

Lord George Hamilton would be glad to receive at as early a date as may be practicable an expression of Lord Salisbury's views on this question.

It may be added that as the plague has reappeared in Sind the question of permitting the embarkation of pilgrims from that province would in any case have to be reconsidered.

I am, &c.
(Signed) A. GODLEY.

Inclosure in No. 207.

The Government of India to Lord G. Hamilton.

(Telegraphic.)

November 6, 1897

IN consequence of your telegram of the 18th February last, we issued Notification of the 20th February prohibiting pilgrimage to Mecca during last season. Question has arisen now whether prohibition should remain in force during current season. We have consulted Local Governments, and in view of opinions held as to probable feeling in certain parts of India, particularly, North-West Provinces and Oudh, where prohibition continues, we consider it impossible to continue absolute prohibition. Departure of pilgrims, even from plague-infected ports, is not prohibited by Venice Convention, which contains special permission for control of pilgrimage from such ports. We do not, however, propose to permit pilgrims to start from the Port of Bombay, or to allow pilgrims from any part of Bombay Presidency, other than Sind, to go on pilgrimage at all; and we shall arrange for proper segregation of all pilgrims before they arrive at ports from which they can depart. We are at present considering what those ports shall be. We understand Turkey will impose fifteen days' quarantine at Camaran on pilgrims from India, and propose, when we issue Notification declaring pilgrimage open from certain ports, to make public announcement of difficulties pilgrims are likely to encounter, and to discourage them from going on pilgrimage.

No. 208.

Yanko Bey to the Marquess of Salisbury.—(Received November 12.)

Savoy Hotel, Embankment Gardens, London,
November 12, 1897.

My Lord,

WITH the view of arriving at a satisfactory solution of the question concerning the construction of the lighthouses of the Red Sea, and with the assent of MM. Collas and Michel, concessionnaires of said lighting by Imperial Firman under date of the 21st March, 1881, I have the honour to submit to you the subjoined Report, which, please, deign to peruse.

I should feel extremely obliged if I would be favoured by an answer on the subject-matter of report in question.

I have, &c.
(Signed) YANKO JOANNIDES.

Inclosure 1 in No. 208.

Memorandum on the Note of the Marquess of Salisbury to his Excellency Rustem Pasha.

IN his note of the 29th April, 1889, to Rustem Pasha, Lord Salisbury says:—

The Powers are disposed to pay for the lighthouses unanimously admitted as necessary, and which are Moka, Abou Ail, Zebayer Island, and Zibbel Teer.

He asks that MM. Collas and Michel should submit a scheme for the construction of these lighthouses, apart from the general plan of the Concession Collas and Michel, as well as a tariff of the dues which would be collected in order to defray the expenses of their building and keeping in good condition.

Comparison between the Egyptian and Turkish Lighting.

The Egyptian lights of the Red Sea serving the navigation of the great line of steamers, are, according to the Statement of the lighthouses for the year 1884:—

	Range.
	Miles.
1. Suez, floating light	12
2. Zafarana, fixed light	14
3. Ras Gharib, fixed light	20
4. Asharnfi, revolving light	18
5. Dedalus Reef, fixed light	14
Total of ranges	78

The Turkish lights for the same line would be:—

	Ranges.
	Miles.
1. Moka, one twinkling light	20
2. Abou Ail, revolving light	20
3. Zebayer Island, revolving light	15
4. Zibbel Teer, fixed light..	15
5. Port of Moka, two lights superposed .. .. .. (These two lights are asked for by different captains, in order to be of service in case of forced stoppages.)	..
Total of ranges	70 but in reality superior.

Observations.

The Egyptian lights of Suakin, on the Nubian coast, and of Berbereh, on the Abyssinian coast, are out of range of the route of the ships entering or coming out of the Red Sea. They are consequently useless to navigation.

If, for example, the larger steam-ships, after deducting the space reserved for the engines, &c., are of an effective tonnage of 3,000 tons, they would have to pay according to the reduced tariff rate:—

	Piastres.
For 800 tons, at 1 piastre per ton	800
„ 2,200 .. at ½ „ „	1,100 Tariff reduced by 50 per cent.
Total 3,000 tons	1,900 (or about 465 fr.)

A real advantage and even profit would consequently result, owing to the reduction of the insurance premiums and the rapidity and safety of navigation, as this was the case in the Black Sea after the creation of the lighthouses of the Ottoman Empire.

N.B.—The above tariff rates, actually proposed, are reduced by half as regards the rates which had been fixed in the Concession of the lighthouses of the Red Sea, granted to MM. Collas and Michel.

Inclosure 2 in No. 208.

Statement of the Lighting of the Red Sea and of the Arabian Coast.

IN view of securing to international navigation in the Red Sea on the Arabian coast, and further, on every security that could be wished, the Imperial Ottoman

Government granted on the 2nd April, 1881, the right of building the necessary lighthouses in the Red Sea.

This grant specified that twenry-five lighthouses were to be built as follows:—

Twenty-three lighthouses, spreading their light over 325 miles, from the Tirahn Island, near the Suez Strait, up to Moka inclusive.

One lighthouse with a range of 18 miles on the Arabian coast, beyond Aden.

One floating light with a range of 12 miles at the mouth of the Euphrates.

Altogether, twenty-five lighthouses, lighting 355 miles.

This work was to be finished at the end of four years.

The tariff of dues to be paid by the ships was the following:—

10 paras per ton for the navigation working in the Ottoman ports situated along the Red Sea, tariff which is actually charged in the Ottoman ports of the Archipelago, of the Straits, and of the Black Sea.

2 piastres per ton for the direct navigation between the Straits of Suez and of Aden.

This charge of 2 piastres was the same as the one fixed by the Egyptian Lighthouse Office from 1870 up to the 1st January, 1890, at which time it was reduced. It is important to note that from 1870 to 1890 the Egyptian lighting in the Red Sea was only effected by seven lighthouses, five of which were port lights, lighting together 86 miles.

The said Office having, since 1889, established a new lighthouse with a reach of 20 miles, we have therefore, for the same tariff, 106 miles lighted by this Company, with very simple lights, against the 355 miles proposed by the Ottoman Government with first-class lighthouses reaching 35 miles, and far higher expenses incurred by the special and constant watch exercised by a steamer.

The British Government strongly opposed itself to this scheme being carried out. However, moved by the frequent occurrence of shipwrecks, and pressed with numerous complaints on the part of large Steam-ship Companies, it was brought to reconsider this question, and to ask the Turkish Government to build two lighthouses, one on the Abou Ail, the other on the Zebayr Island, adding that, if Turkey did not undertake it, they would build them themselves, or would have them built by the Egyptian Lighthouse Office. (Letter from his Excellency Lord Dufferin, British Ambassador, to the Minister for Foreign Affairs in Constantinople, dated the 15th October, 1883.)

The Ottoman Government rejected this proposal, which was succeeded by a new combination. The number of lights was reduced to four of powerful range from Suez to Aden for the direct line, and the tariff was reduced to 1 piastre only per ton up to 800 tons, and to ½ piastre for the excess tonnage.

The British Government accepted this scheme on the 16th May, 1890, but some objections were raised as to the tariff, which rendered its application impossible.

They requested—

1. That the tariff should be reduced as soon as the amount of receipts exceeded that of expenses.

2. That a statement of the receipts and expenses should be published periodically.

3. That the tariff rates should be revised every three or five years.

These three conditions were never put in force on the Egyptian coast, and consequently the Sublime Porte rejected them.

A second letter from the Marquess of Salisbury, of the 16th January, 1891, was handed to his Excellency Rustem Pasha, Ottoman Ambassador in London. This note, whilst maintaining the requirements already put forward, submitted a new proposal:—

"The Ottoman Government would build four first-class lighthouses at Moka, at Abou Ail, at Zebayer, and at Djebel-Teer. The British Government would undertake to advise the Egyptian Government to pay to the Sublime Porte the yearly sum of 20,000*l.* as interest on the capital, its redemption, and the keeping, purchase, and insurance costs of a steamer. Lord Salisbury gave them to understand that in case of refusal he would come to arrangements with the other Maritime Powers with a view to alter the route taken by the ships in the Red Sea, thereby rendering useless the scheme regarding the building of Ottoman lighthouses."

This latter proposal was not suited to the interests of navigation on account of the length of the other route, subject as it was to all sorts of unforeseen occurrencees, full of many dangers, and without any shelter whatever in case of damage being sustained by the ships owing to the above-mentioned drawbacks.

The ships or their owners are aware that the Abyssinian and Nubian coasts abound

with reefs and rocks which could only be signalled by floating lights, whilst the proposed route offers the ports of Hodieda and Camaran.

The sum of 20,000*l.* then offered was not sufficient to cover the service expenses of ten lighthouses. It did not include the expense of constructing and keeping in good condition the eight lights on the coast of Yémen. Moreover, one could not risk such a considerable sum of money without having previously secured the guarantee of enjoying for a certain period this privilege without any eventual alteration in the tariffs, in order to redeem the capital engaged, the more so when the Egyptian Lighthouse Office, after enjoying this privilege for twenty years, consented to reduce its tariffs, and this to the one proposed by the Ottoman Government for the whole lighting of the Red Sea.

The large ships running from Suez to the far Eastern Coast had to pay 2 piastres for the whole lighthouse service of the Red Sea, and if circumstances due to navigation obliged them to do so in case of forced stoppage, they could also, and without any increase of charge, avail themselves of all the lights of the coast. The coasting-ships would have paid 10 paras on entering and 10 paras on leaving each port, or 2 piastres if they visited four ports. (Stipulated in the Grant Act.)

The concessionnaires then desirous to transact, offered an invariable tariff for fifteen years, at the end of which period it could be subject to revision every ten years.

They also consented to the publishing of accounts after the tenth working year, that is to say, after the complete lighting and the application of the tariffs.

This was the maximum of the sacrifices they could do, but the affair came to nil, and the Red Sea as well as the Arabian coast remained plunged in darkness.

This being the state of things, and seeing the absolute necessity for the creation of the lighthouses, it is of the utmost importance for the British and Ottoman Governments to come to an understanding about this question, which would lead to the immediate lighting of the Red Sea and of the Arabian Coasts.

I therefore beg to propose to the British Government that I build the lighthouses which it thinks are most necessary, taking as a basis either the Concession granted in 1881, with a reasonable reduction of the tariff, or the proposal of Lord Salisbury under date of the 29th April, 1889,* with the previous assent of the British Government, for the annual payment by the Egyptian Government of a sum sufficient for the construction and maintenance of the lighthouses, as also for the interest and sinking fund of the capital to be engaged, &c.

No. 209.

Foreign Office to India Office.

Foreign Office, November 11, 1897.

Sir,

I HAVE laid before the Marquess of Salisbury your letter of the 16th September last, forwarding two letters from the Government of India relative to the measures taken to give effect to the Venice Plague Convention.

It appears to Lord Salisbury that the only point in these papers which calls for observation is contained in paragraph 13 of the 16th inclosure in the letter from the Government of India, Sanitary, of 1897.

The paragraph in question relates to a revision of the Rules for the port of Aden, and states that, in view of the position of Aden as the port of call for Europe, the existing Rule, which refuses pratique to all vessels until ten days from the date of their departure, should be maintained.

Lord Salisbury is of opinion, after communication with the Local Government Board, that the decision to maintain the existing Rule in a revised Code, would not only be regrettable from the point of view of public health, but might also have serious consequences for British shipping commerce. The Government of India should not, in his Lordship's opinion, refuse pratique to any healthy vessel at Aden, although they are at liberty, if they think fit, to impose restrictions, the maximum of such restrictions being those laid down by the Venice Convention of 1897.

The considerations on which his Lordship's opinion is based will be found fully set forth in the accompanying Memorandum,† which has been drawn up on the subject by Sir Richard Thorne Thorne.

In connection with the above, I am directed by Lord Salisbury to transmit to you, to be laid before Lord George Hamilton, copy of a despatch from the Acting

* *Qy.* January 16, 1891.

† Inclosure in No. 196.

British Consul-General at Alexandria,* forwarding a report by Dr. Morrison of the meeting of the Quarantine Board which was held on the 5th ultimo, when a question, somewhat analogous to the foregoing was raised, namely, whether a healthy vessel which has not, on arriving at Suez, completed ten days from her port of departure and enters the Canal in quarantine, can be admitted to free pratique at Port Saïd if she completes her ten days in the Canal.

The Board decided in the affirmative, basing its decision on what seemed to be the intention of section (*b*) of the 1st Article of the new Plague Rules, but in the course of discussion the French Sanitary Delegate, Dr. Legrand, defined "navire indemne as (1) a vessel on which the medical visit presented no suspicious case, and (2) a vessel which had made a voyage equal in length to the period of incubation of the disease in question in the case of plague ten days. On the strength of this definition he maintained that no vessel from a plague-infected port ought to be allowed to enter the Canal, in quarantine even, until she had completed ten days' voyage. This interpretation was not allowed by the President, and Lord Salisbury fully indorses the opinion expressed by Mr. Alban and Dr. Morrison that Dr. Legrand's definition is not in accordance with the Venice Convention, and that his contention is clearly contrary to the terms of the section above referred to.

It is needless to point out that it would be difficult to reconcile the attitude adopted in this case by Dr. Morrison, and approved by Her Majesty's Government, with the decision of the Government of India to maintain the Rule which refuses pratique at Aden to all vessels until ten days from the date of their departure.

It has, however, occurred to Lord Salisbury that the term "to refuse pratique" at Aden may have a different meaning from the same term as understood in England and in other countries of Europe, and is used in the letter of the Government of India in some technical Indian sense.

I am directed by his Lordship to request that he may be favoured with the views of Lord George Hamilton on the subject.

I am, &c.
(Signed) T. H. SANDERSON.

No. 210.

Board of Trade to Foreign Office.—(Received November 13.)

Board of Trade, London, November 12, 1897.

Sir,

I AM directed by the Board of Trade to transmit, to be laid before the Marquess of Salisbury, the accompanying copy of a letter from Mr. Wm. Thomson, of Glasgow, with reference to an alleged prohibition, on sanitary grounds, of the importation of China, Ceylon, and Indian teas at Oporto.

I am to state that, so far as this Board are aware, there has not been any official notification of such a restriction, and that they would therefore be glad if the Secretary of State would be good enough to instruct Her Majesty's Legation in Lisbon to endeavour to obtain such information as would enable this Department to reply to Mr. Thomson.

I am, &c.
(Signed) A. D. BERRINGTON.

Inclosure in No. 210.

Mr. W. Thomson to Mr. Ritchie.

1, *London Terrace, Hillhead, Glasgow,*
November 6, 1897.

Dear Sir,

A FEW days ago I received a post-card from my friends, Messrs. C. H. Noble and Murat, Oporto, saying they were sorry they could not pass me an order just now on account of the Health Committee of their Government prohibiting or allowing to come into Oporto of any package known to contain China, Ceylon, or Indian teas, on account of the "bubonic pest," but that Japanese teas came in, principally through German

* No. 193.

traders. I have already sent the above firm twelve half-chests of Ceylon tea early in the year, and would, doubtless, have had another order from those friends but for this prohibition. Are you aware of this being the case, or can you take any part in trying to have these restrictions removed? I am sorry I have mislaid the card and cannot send it to you now, but the facts are as stated by me.

Waiting your reply, and thanking you beforehand, I remain, &c.

(Signed) WM. THOMSON.

No. 211.

India Office to Foreign Office.—(Received November 15.)

(Confidential.)

THE Under-Secretary of State for India presents his compliments to the Under-Secretary of State for Foreign Affairs, and, with reference to the India Office letter, dated the 11th November, 1897, begs leave to intimate that a telegram has to-day been sent to India sanctioning the proposal to permit Moslem pilgrimage from India to the Hedjaz during the coming season. The Secretary of State for India understands that a perusal of the Viceroy's private telegram, dated the 12th November, on the subject has removed any objection the Marquess of Salisbury might have seen to the course proposed.

India Office, November 13, 1897.

Official Telegram.

From Viceroy, November 9, 1897.

If you have anything you wish to reply to our telegram of the 6th regarding pilgrimage to Mecca, please telegraph so that it may reach us by Thursday, as we propose to decide matter finally on Friday next.

Private Telegrams.

From Secretary of State to Viceroy, November 10, 1897.

(Private.)

Your official telegram 9th November: Pilgrimage.

Foreign Office consulted.

Lord Salisbury says he must have time for consideration before expressing opinion on your proposal, and asks that decision may be postponed.

Will answer your telegram of 6th November as soon as possible.

From Viceroy, November 12, 1897.

(Private.)

Your private telegram of the 10th November: Pilgrimage.

We await Lord Salisbury's decision; but matter is urgent, as pilgrims are arriving at Bombay.

We think circumstances altered since last year.

Venice Convention permits vessels leaving even infected ports, and if prohibition is enforced for Bombay Presidency and embarcation only allowed at Karachi and Chittagong, this ought to reassure public feeling both in England and India. Our proposal also include passing all pilgrims through segregation camps, where alone they will be allowed to purchase tickets. Opinion about effect of renewing prohibition is divided, but MacDonnell is strongly opposed, and I rely greatly on his judgment.

No. 212.

Colonial Office to Foreign Office.—(Received November 16.)

Sir, *Downing Street, November* 15, 1897.

REFERRING to your letter of the 21st ultimo, I am directed by the Secretary of State for the Colonies to request you to inform the Marquess of Salisbury that the Governor of the Straits Settlements has again inquired, by telegraph, whether the Netherland Government has arrived at a final decision in regard to the Venice Convention, and I am to ask what answer should be sent to this inquiry.

I am, &c.

(Signed) C. P. LUCAS.

No. 213.

Mr. Howard to the Marquess of Salisbury.—(Received November 17.)

(No. 2. Commercial.)

(Telegraphic.) P. *Venice, November* 17, 1897, 5·20 P.M.

VENICE Sanitary Convention.

Telegraphic inquiry has again been made by Governor of Straits Settlements as to whether a decision has been arrived at by the Netherland Government in regard to the Convention.

I have to request you to press for a reply on the subject.

No. 214.

India Office to Foreign Office.—(Received November 18.)

Sir, *India Office, November* 16, 1897.

I AM directed by the Secretary of State for India in Council to forward, for submission to the Marquess of Salisbury, copy of the papers noted in the margin,* from which it will be observed that the Government of India find considerable difficulty in carrying out the conditions of the Venice Convention relative to the examination on shore of all persons sailing from infected ports of India westward, and propose that the examination should be made on board in cases where a strict adherence to the rule laid down in that Convention would occasion delay and difficulty.

I am to state that Lord George Hamilton proposes, with the concurrence of Lord Salisbury, to approve the action of the Government of India in this respect, and desires to draw attention to the suggestion that the reasons which have led to this modification of the Venice Convention may, if it is deemed necessary, be explained to the foreign Governments interested.

I am, &c.

(Signed) A. GODLEY.

No. 215.

Mr. Bland to the Marquess of Salisbury.—(Received November 18, 5·26 P.M.)

(No. 2. Commercial.)

(Telegraphic.) *The Hague, November* 18, 1897, 5 P.M.

YOUR Lordship's telegram No. 2, Commercial, of yesterday.

The Minister for Foreign Affairs informs me that Netherland Government have definitely given their adhesion to the Venice Sanitary Convention, but that he was still awaiting an answer from the Colonial Office as to date on which the new Pilgrim Traffic Regulations would be brought into force in the Netherlands India.

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* No. 184.

No. 216.

India Office to Foreign Office.—(Received November 22.)

India Office, November 20, 1897.

Sir,

WITH reference to my letter dated the 13th instant I am directed by the Secretary of State for India to forward, for the information of the Marquess of Salisbury, copy of the papers relative to the forthcoming pilgrimage to Mecca.

I am, &c.
(Signed) A. GODLEY.

Inclosure 1 in No. 216.

Lord G. Hamilton to the Government of India.

India Office, November 13, 1897.

(Telegraphic.)
PILGRIMAGE.
Your telegram of 6th November.
Proposals sanctioned. Do you consider embarkation from Sind still permissible?

Inclosure 2 in No. 216.

The Government of India to Lord G. Hamilton.

November 18, 1897.

(Telegraphic.)
YOUR telegram about pilgrimage.
We adhere to proposal to allow departure from Sind, since Venice Convention does not prohibit departures even from plague-infected port. Karachi is not infected, and only outbreak in Sind is at Kotri, where it seems under control. Outlet at Karachi is essential for pilgrims from Northern India. We propose to issue Notification in Saturday's Gazette.

Inclosure 3 in No. 216.

Lord G. Hamilton to the Government of India.

India Office, November 18, 1897.

(Telegraphic.)
PILGRIMAGE.
Your telegram of 18th November.
I agree.

No. 217.

Foreign Office to Board of Trade.

(Confidential.) *Foreign Office, November* 22, 1897.

Sir,

WITH reference to the letter from this Department of the 14th ultimo, in regard to the proposed construction of lights in the Red Sea, I am directed by the Marquess of Salisbury to transmit herewith, for the consideration of the Board of Trade, copy of a letter from Yanko Bey,* making certain proposals on behalf of MM. Collas and Michel, with a view to the work being undertaken by them.

* No. 208.

Yanko Bey has communicated two Memoranda bearing upon the previous negotiations on this subject, which are inclosed, and has had personal interviews at this Department in order to explain his views.

MM. Collas and Michel are now understood to desire to build the lighthouses which may be considered most necessary by Her Majesty's Government, either on the basis of a tariff to be arranged with Her Majesty's Government, or on that of the proposals made to Rustem Pasha on the 16th January, 1891, when it was proposed that four light-houses (at Mocha, Abou Ail, Zebayer, and Jebel Teir) should be built by the Ottoman Government, Her Majesty's Government undertaking to advise the Egyptian Government to pay to the Porte an annual sum of 20,000*l.* as interest and sinking fund, and to provide for the cost and maintenance of a steamer.

These proposals were, it will be recollected, rejected at that time by the Ottoman Government on the ground of the insufficiency of the annual subvention, and MM. Collas and Michel would now require a somewhat higher annual subsidy for carrying out the work.

Yanko Bey—who occupies the position of architect to His Majesty the Sultan—professes his ability to secure the acceptance by the Porte of any scheme for the construction of lights on the Ottoman shore of the Red Sea, which may be agreed on between Her Majesty's Government and himself.

In considering the present proposal it must be borne in mind that in 1891 the Egyptian Government had not, as they subsequently did in 1894, consented to a reduction of the light dues by 40,000*l.* a-year.

They are, therefore, now less able to afford such a sum as 20,000*l.* a-year for the construction and maintenance of lighthouses, and Her Majesty's Government would scarcely seem justified in suggesting such an additional charge upon Egyptian funds.

Beyond this there is the question whether it would be wise now to interfere with the arrangemants in progress for the construction of light-ships by the Egyptian Government. That Government has, as the Board are aware, already accumulated about 70,000*l.*, of which some 40,000*l.* will, it is thought, suffice for the construction of three light-ships, to be placed off the coast of the Red Sea outside of Ottoman territorial waters, at the points where they seem most required; while the balance would remain invested with a view to further constructions hereafter; aad it is proposed that the Egyptian Government should defray the upkeep of these three light-ships at an annual cost estimated at 4,000*l.*

Lord Cromer is now taking steps to obtain the consent of the Maritime Powers to this arrangement; but as it is proposed to place the vessels outside Ottoman territorial waters it has not been thought desirable as yet to approach the Porte in the matter.

It is true that objections to the proposed arrangements which are thus being matured by the Egyptian Government may be raised by some of the Powers, or eventually by the Porte, but Lord Salisbury is disposed to think that the scheme for the use of light-ships may prove to be the best and the least costly solution of the difficulty which can be obtained without infinite delay, and that it would therefore be expedient not to disturb the measures taken to give effect to this arrangement, which have already made some progress.

His Lordship would be glad to learn whether the Board concur in this view, or whether they think that Yanko Bey's proposals offer any prospect of a more advantageous arrangement.

I am, &c.
(Signed) G. N. CURZON.

No. 218.

Messrs. Taylor and Co. to the Marquess of Salisbury.—(Received November 24.)

My Lord, *7, Tithebarn Street, Liverpool, November* 23, 1897.

WE beg to draw your attention to the inconvenience which is now caused to firms doing business with Portugal in the produce of the British East Indies. Shortly after the plague broke out in India the Portuguese put an embargo upon the importation of coir yarn, unless it had been warehoused in England for six months.

Having to warehouse the yarn, instead of shipping it direct from the import ship, means a great expense added to the price of the article, and, therefore, a restriction of trade.

We venture to think that the time has now arrived when this regulation of the Portuguese Government might, with safety to themselves, be annulled; and we are quite sure that we have only to draw your Lordship's attention to this matter, in order, if you think well, to make representations to the Portuguese Government upon the subject.

We have, &c.
(Signed) TAYLOR AND Co.

No. 219.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received November 25.)

(No. 91. Commercial.)

Alexandria, November 16, 1897.

My Lord,

I HAVE the honour to forward herewith a copy of a Report by Dr. Chilton (who was employed by the Quarantine Board to inspect pilgrim vessels arriving at Tor during this year's pilgrimage), together with Dr. Morrison's comments.

The Report deals only with vessels coming from Jeddah, Dr. Chilton having been prevented by illness from inspecting ships from Yambo.

I am inclined to think that Dr. Chilton exaggerates little, if at all, the dirt and overcrowding of these vessels.

The vessels with which he deals are not, with the exception of the "Husseinee," structurally fitted for the pilgrim traffic, and do not carry the large crews with which Indian pilgrim vessels are provided, and which are necessary to maintain cleanliness and order on board. The fact that some of the vessels described by Dr. Chilton as overcrowded were carrying less than the number of pilgrims allowed by their measurement certificates does not in the least prove that they were not overcrowded in the ordinary sense of the word. These vessels were measured under the "Règlement Spécial applicable au Pèlerinage du Hedjaz," issued annually by the Board of Health at Constantinople; but it is a well-known fact that the measuring of pilgrim vessels for the North, whether carried out by the Turkish Sanitary authorities themselves or otherwise, is very laxly performed, and the system of measurement followed permits certain spaces to be counted which are not allowed by the Indian Rules. Consequently, vessels measured under the Turkish Rules carry a larger number of pilgrims than would be the case under the Indian Rules.

As regards the ventilation and sanitation of pilgrim ships leaving ports in the Hedjaz, my experience is that the Turkish Sanitary authorities exercise little, if any, control even over Turkish vessels.

The only manner in which any reform can be carried out is by the Quarantine Board here exercising a strict control over pilgrim vessels arriving in or sailing from Egytian ports, and inflicting penalties for any breach of the Regulations.

But I do not think that the power to draw up such Regulations or inflict penalties is conferred on the Board by Article 10 of the Khedivial Decree of the 19th June, 1893, quoted by Dr. Morrison, and I do not see how the Board can move in the matter until the Paris Convention of 1894, with the necessary modifications, has been finally ratified by the Governments interested in the Red Sea pilgrim traffic.

In the meantime, the Egyptian Quarantine Board can only report the abuses. There is no means of controlling British vessels engaged in the traffic, and the Turkish authorities are notoriously lax.

In connection with this, I would draw attention to Dr. Chilton's remarks on the Turkish steam-ship "Numet" or "Nimet," which I can fully corroborate from my own personal knowledge. My representations last year, when Acting Consul at Jeddah, to the Quarantine authorities there, in consequence of complaints made by British pilgrims conveyed by this vessel between Arabian ports, brought me into a conflict with the local Sanitary Inspector, which formed the subject of a complaint addressed by me to Her Majesty's Ambassador at Constantinople.

With regard to the "Fayoum" and other Egyptian vessels, I would point out that they belong to a Government Administration, and that there should, therefore, be no difficulty in preventing the continuance of the state of things described by Dr. Chilton.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure 1 in No. 219.

Report by Dr. Chilton of an Inspection of the Steam-ship "Noomet," Ottoman, carrying Pilgrims from Jeddah.

Captain: Meural Effendi.
Doctor: Ali Effendi.

Number of pilgrims in the bill of health	154
Number of pilgrims actually carried	180
" of crew in the bill of health	14
Total	194

NO sick or dead reported.

On making the round of the pilgrims a woman with a fractured clavicle is discovered—caused by a fall from a camel during the journey either to or from Mecca. No appliance of any kind was on the arm, the doctor saying that the woman was very obstinate and refused to keep the sling he applied on for any length of time, which accounted for the great œdema of the limb and the great risk of perforation in so thin and feeble a subject.

The latrines were three in number, and were very filthy makeshifts.

Water.—One tank only contained drinking water obtained from Jeddah. It was dull, not good, and had many visible particles floating in it.

Another tank contained sea-water only for washing purposes.

The hold, in the absence of any between-deck, was used for the accommodation and lodging of pilgrims.

General arrangements of this boat were very bad. It was a poor small boat, very dirty, and not fit to carry pilgrims.

The pilgrims were of the poorest Arab class, and about as dirty as the boat. There were too many on board for the size of the boat.

The journey from Jeddah took eight days, the captain having once or twice to anchor at night, finding the head-winds so trying.

The usual time taken in the journey from Jeddah to Tor is from three to four days.

Steam-ship "Ramanieh."—There was no inspection made of this ship, as your official was doing duty on an extra section, that it had been found necessary to establish owing to the press of work in the camp.

May 31, 1897.

Report by Dr. Chilton of an Inspection of the Steam-ship "Husseinee," Bombay, carrying Pilgrims from Jeddah.

Captain: Thomas Hughes.
Doctor:
Doctor: , of the Mecca Commission.

Number of pilgrims in the bill of health	994
Number of pilgrims actually carried	1,253
Restaurateurs not in bill of health	0
Number of crew complete in bill of health	79
Total	1,332

Deaths reported, five; sick reported, six. Of the deaths three were due to general debility, one was due to intermittent fever, and one was due to heart failure.

Of the sick, one had diarrhœa, another was in a very weak mental condition

and climbed over the side of the barge in the water; the boatmen quickly pulled him out.

The latrines were twenty-one in all, and fifteen were of good permanent construction, with a flooring built on a gentle slope leading to a common outshoot for them all outside the ship. A water-pipe fitted with a tap was in each compartment, through which it is said sea-water runs during the ship's passage through the water. Two of these fifteen were reserved for women.

Two separate latrines were built amidships for women, but although this inspection was made twenty-four hours after all pilgrims had left the ship, these two latrines were quite untouched and filthy. Three separate ones for the crew, one for the officers.

Water was of good quality, and contained in three tanks holding respectively 24, 18, and 52 tons, and obtained from Bombay, Kamaran, and Muscat.

Cuisine.—There were two ranges for the crew and one for pilgrims, but the latter were allowed to use their own fire-buckets in all parts of the ship.

Étuve.—A good one, supplied with steam from the winch engine.

Bath-room.—A rough unfurnished small cabin for the use of the pilgrims.

Between-decks were very good, well ventilated with twenty ventilators and two open hatches, port-holes, &c.

The floors and sides were of unprotected iron, with protecting iron stays and angles.

Hospital.—On the bridge poop, at least there was a framework of wood which was intended to be used as a hospital if necessary, but the coverings were taken off and the space used by pilgrims. The space covered by it when in use would be 12 × 12 × 6 feet, *i.e.*, 864 cubic feet, and was equipped for six men and four women.

Surgery.—There was a very good surgery and a really good and suitable collection of drugs under the care of the doctor and not of the captain.

General Arrangements.—As this ship was built for pilgrim-carrying and as a troop-ship, the general arrangements were excellent; but they were quite marred by the disgraceful overcrowding.

May 29, 1897.

Report by Dr. Chilton of an Inspection of the Steam-ship "Abdul Kadir," Ottoman, carrying Pilgrims from Jeddah.

Captain: Hassan Niazi.
Doctor: Paul.

Number of pilgrims in the bill of health	727
Number of pilgrims actually carried	770
" of coffeemen (restaurateurs)	0
" of crew (complete) in bill of health	44
Total number of souls on board	814

No sick reported. Two deaths reported in transit: one died of heart disease, one died of marasmus.

On going round the ship there are found four men palpably very weak and ill, one of whom died in the quarantine hospital two days aftewards, about all of whom there is no information except that they have been ill since leaving Jeddah, and in all probability are suffering from marasmus, a cloak which is often used.

At the end of the round another death is reported. A girl 2 years old, who had been ailing with "something" for the last six months, profuse diarrhœa setting in three or four days ago, the motions being only "coloured" liquid. As far as I could learn, there had been no vomiting or colic; the body was quite cold and no report had been made of the death or sickness.

The latrines were fourteen in all and were rather good compared with those of the other ships; especially was this the case in the one put apart for women—placed on the after-deck—where most of the women had their quarters.

There were two on each side of the fore-deck by the forecastle, moderately clean, but smelling a good deal.

There were four others on the port side, close to the others, in much the same condition; two for second-class passengers, under the bridge, which were in a fair condition. Three temporary wooden ones, slung over the side of the ship just aft of the bridge, which were filthy and wet.

The Water.—One tank, containing about 30 tons from Jeddah, was clear; one tank, containing about 35 tons from Jeddah, same quality; one tank, containing about 20 tons from Suez, was not so clear or so good and was disagreeably warm.

The ship was rather short of water, only 10 tons of Jeddah water remaining.

There was no distillation apparatus.

There was no étuve.

Hospital.—A large cabin amidships under the bridge was kept empty, and was seen to be empty before any one had been landed; was put aside as a hospital. Its position was bad, but otherwise it was very good; it measured about 7 metres in length, about 2 metres in height, and about 2 metres in width; was fitted with eight berths, and so provided 3½ cubic metres per head.

The ventilation of the hospital was good, there being four port holes, two doors, and two wind-pipes.

The between-decks were as usual foul, ill-ventilated (in spite of ten wind-pipes), and dirty.

The ship was licensed to carry 985 pilgrims.

In my opinion it is impossible to carry that number and to conform to the Regulations at the same time. With 770 pilgrims actually carried, both decks were crowded to the utmost to afford sleeping accommodation at all.

The condition of the latrines was encouraging after the disgraceful conditions found on other boats.

The doctor seemed quite indifferent to, and ignorant of, any illness among those under his care, and was inadequately equipped with drugs, &c., and in spite of the presence of very sick people, no one of them was placed in the hospital which, as was mentioned before was very good.

May 28, 1897.

Report by Dr. Chilton of an Inspection of the Steam-ship "Fayoum," Egyptian, carrying Pilgrims from Jeddah.

Captain: Ismail Demir Effendi.
Doctor: Hamed C. Wassib.
Doctor: Zulkifli Effendi, of the Mecca Commission.

Number of pilgrims in the bill of health	1,008
Number of pilgrims actually carried	1,048
" of coffeemen (restaurateurs)	0
" of crew (complete) in bill of health	45
Total	1,093

Doctor reports three died and nineteen sick on the voyage from Jeddah.

General arrangement of the ship was utterly unsuited for carrying numbers of people, being built as a paddle-driven pleasure yacht for Ismaïl Pasha; there was no room in the between-decks for the amount (eighty-five) of pilgrims found there.

The overcrowding was absolutely wicked, and even the pilgrims, who seem to be a most apathetic set of people about discomfort, were complaining to the Quarantine Inspector about it, and wondering if they would ever reach Constantinople.

In going round to see the sick we found one, an old man, dead; his body was cold, and *rigor mortis* had already set in, and it was lying on the mattress that had been used by him during life; a handkerchief had been placed over his face, his knees were semi-flexed, there being no room for his body when fully extended; beyond the fact that his face was covered, no further attention had been paid to him.

When the dead and sick had been disembarked note was taken of some examples of overcrowding. The deck was packed with pilgrims, and our way lay through a narrow passage between the beds, which was continually being filled by pilgrims trying to move from place to place. Coming to the paddle-boxes, a peculiar state of things was discovered. Each paddle-box is connected fore and aft to the side of

the ship by a small triangular platform measuring on the side next the sea about 2 metres and 1 metre on its others, and the long side is protected by an iron hand-rail about 2½ feet high, two of these platforms were used as lodging by pilgrims. A diagram will aid the description.*

On platform 1 was a collection of filth, pointing to its being used as a latrine; platform 2 held 6 to 7 sheep; platform 3 held 3 pilgrims and baggage; platform 4 held 3 pilgrims (including 1 woman) and baggage; box 5 held 3 pilgrims and baggage; box 6 held 3 men and 1 woman and baggage.

The protecting ledge running round both platforms and boxes was filthy in the extreme with fœca and garbage of all sorts; a more disgusting condition could hardly be imagined, as it must have necessitated a distance of but 2 or 3 inches between the filth and the pilgrims.

Each of these platforms were transformed into actual sleeping and living places for the voyage; it was no casual collection of pilgrims, to look at the land or the methods of disemburking, that we counted collected in them.

Two men had made their beds on the roof of a wicker fowl-pen; other pilgrims were lying so close as to touch the side and front of the pen.

Pilgrims (two or three) were on an iron reservoir. A pilgrim on a pump in the fore part of the ship with his head only about 2 feet from the latrines, a position which must be both seen and smelt to be understood. One woman sitting on the edge of a latrine on her mattress.

On the bridge leading from the forecastle-deck were counted sixteen men, but the bridge was impassible, as every bit of it was occupied with mattresses and the coffee-pots, &c., belonging to the owner of each bed.

There were ninety-five pilgrims on the forecastle-deck. A support for an anchor, built outside the ship, formed a support for the pillow-head and shoulders of a pilgrim.

In the forecastle—not in the sailors' berths, but under the deck—were thirteen pilgrims, about whom I received this curious information, that these men had no tickets, and so were kept there; although they were allowed to go on deck, they were kept in this place as a punishment. There was no attempt at mechanical restraint.

An étuve gave accommodation to two pilgrims. Further aft was a place screened off as a harem by a pilgrim, and on going to see one of the women who was sick there—in a very grave state of exhaustion from diarrhœa—there was seen dirty bilge-water about 1 inch deep moving to and fro with each movement of the boat.

The latrines, ten in all, for the pilgrims.

Well forward near the forecastle were four permanent latrines—two on each side, fitted with a water-carrying tube ending in a tap. The flooring is built for Oriental use without a seat, with a central depression about 2 to 3 inches deep and with a gutter sloping to the centre from each corner.

With such a method it is hardly possible to flush the offshoot, and so in this ship the condition was very bad, each compartment having been used eight to twelve times without any adequate flushing at all. This condition may have been a little better on the journey, for I was told that the taps which were then carefully tied up were open, and sea-water was running through them continually.

Further aft, but still in the fore part of the ship on either side were three more latrines. These were of the temporary kind, wooden packing-cases slung with ropes over the side of the ship.

The flooring of four of these had a hole in the middle of it, but in the other two there was merely an absence of boarding from side to side and about 4 inches wide, *e.g.*, and as these two were more dirty than the others, it seemed to show that there was more personal inconvenience in their use.†

By the set of three on the starboard side of the ship, which was no cleaner than the other sets, was one of the pumps used for drinking water, and the deck in the immediate vicinity was wet and dirty with waste food, wood-shavings, rags, broken pots, &c.

Each latrine had a lead pipe attached to it but which was not in use when the inspection was made.

The smell from each latrine was very bad.

The water was dull and not good nor clean. It was Nile water taken at Suez.

One of the pumps was nearly useless.

* Not printed. † Sketch not reproduced.

The other was the one mentioned above, having beneath it a sink full of dirty water, it being the place for pilgrims to wash themselves and their cooking utensils.

The 'tween-decks held eighty-five pilgrims and were very hot, close, and foul, both to sight and smell, the flooring being specially bad. Here, also, the pilgrims were not prevented using their charcoal stoves, about the burning of which the pilgrims are very careless, the cinders and ashes being found in every part of the flooring. None were alight.

The ventilation was insufficient for so large a body of men, although fresh air was obtained by two hold ventilators, one hatchway for men and one for cargo.

In the hold was luggage. No pilgrims were concealed here.

An étuve was on deck giving sleeping room to two pilgrims on its roof.

The Boats.—One life-boat had a woman and her luggage in it. One life-boat had the bedding of one pilgrim in it.

The other boats were covered.

The dead were three, two of whom died of paludineuse fièvre, caught at Mecca seventeen days before death, with the symptoms of liver and spleen dullness increased, great feebleness, anæmia, bowels acting regularly. One of enteritis, an old man taken with bilious diarrhœa, passing much mucus, without colicky pains, vomiting or great collapse, death by exhaustion.

The engines were very poor indeed, the ship taking eight days to travel from Jeddah to Tor.

The whole boat was in a thoroughly bad unsanitary and overcrowded state, utterly unfit for pilgrim carrying. She was licensed to carry 1008 pilgrims, a number which is physically impossible to get into her 'tween-decks, which, according to Regulations, is the only place in which the pilgrims may sleep, except those who care to pay extra as first or second class passengers.

May 27, 1897.

Report by Dr. Chilton of an Inspection of the Steam-ship "Magnet," Glasgow, carrying Pilgrims from Jeddah.

Captain: Jenkins.
Doctor: Brizzi.

Number of pilgrims in bill of health	550
Number of pilgrims actually carried	603
,, of coffeemen (restaurateurs) .. .. }	31
,, of crew (complete) in bill of health .. .. .. }	
Owners on board	2
Total number of souls on board	636

Sick, four reported (one died in hospital four days after landing).

Dead, one.

General arrangement of ship; a small cattle boat; so between-decks are free, and ventilation is fair.

Although the boat carried 603 pilgrims, she was licensed to carry 653. But the fact that the number of pilgrims carried was less than the number the boat was allowed to carry, did not mean that she was not overcrowded; on the contrary, like all the ships, she was overcrowded, pilgrims living and sleeping all over the boat.

Latrines for pilgrims are seven in number: three in the forecastle used by both pilgrims and crew; two on either side further aft, and built upon the bulwarks. They were of the ordinary dirty wooden case type, and, in my opinion, would be dangerous in a heavy sea.

There was no attempt to separate the sexes.

As in other boats, men were always crowding round the latrines waiting for their turn, and no women were ever seen among them. I came to the conclusion that women did not use them, but how they managed was unknown; no light could be thrown upon the question by any one who was asked.

Water was not good. There were two tanks—one amidships close to the engine-room containing quite warm water, but clear; in the tank forward the water was cooler, but not at all so clear or good.

Together, the tanks held about 70 tons of Nile water obtained at Suez.

Each pump, as in all ships except the "Colina" and the "Noomet," was locked, water being served out at various times of the day; there was no notice as to the times of getting water.

Cargo consisted only of the heavy baggage, and of sand to complete the balance.

Results of the Inspection: 1. Overcrowding; 2. Unsafe and dirty latrines; 3. Poor water.

May 26, 1897.

Report by Dr. Chilton of an Inspection of the Steam-ship "Manica," of Glasgow, carrying Pilgrims from Jeddah.

Captain: Johnston.
Doctor: Khambata.

Number of pilgrims in bill of health	1,004
Number of pilgrims actually carried	1,036
" of coffeemen (restaurateurs)	7
" of crew (complete) in bill of health	33
Interpreter	1
Total	1,077

The "Manica" carries general cargo as a rule, and so the 'tween-decks are divided into compartments which cannot give that healthy amount of ventilation that a cattle-ship does, so on entering one of these compartments one meets with foul, close, and warm air.

The boat, as usual, was overcrowded, every available place of the boat being used by pilgrims, even to some hatching put over the engine-room skylight, and two men had made their beds in a disused galley, which could not possibly allow one man to lie extended.

The only part of the ship not filled with pilgrims are those set aside for officers and crew, and for the navigation of the vessel, such as the chart-room and the steering-bridge.

As was to be expected from the state of the boat, there were many bad smells, but not so offensive as those on the "Fayoum" and "Husseince."

Latrines were of the usual temporary wooden case kind, slung over the side of the ship by ropes.

There were twelve for the pilgrims all grouped together, one being kept for women only, but it was explained that women did not take advantage of the separation, which was not to be wondered at when one sees what little privacy is given by the doors.

The latrines were dirty, offensive, and without a water supply.

(By "dirty" is meant that the fœces of 6 to 8 pilgrims, or even more, is lying on the floor of each little box, and pilgrims are still crowding the passages awaiting their turn.

There are five permanent latrines for the crew.

Water was good; it is kept in two tanks, holding 4,000 gallons, partly condensed and partly from Bussora.

Distillery capable of producing 1,000 gallons in twenty-four hours.

Étuve, none.

Cargo, chiefly heavy baggage of the pilgrims, a little tobacco, with sand to complete the ballast.

Results of inspection: 1. Overcrowding; 2. Filthy latrines; 3. Apparent want of care with the sick, and lack of means to treat any sick.

Report by Dr. Chilton of an Inspection of the Steam-ship "Colina," of Glasgow, carrying Pilgrims from Jeddah.

Captain: D. Campbell.
Doctor: Chakir Bey.

Number of crew and four coffeemen	31	1,085
" of pilgrims in bill of health	1,054	
" actually carried	1,147	1,153
" of coffeemen (not in bill of health	6	
Excess carried		72

When going on board bad smells were noticed everywhere except on the bridge, where sailors were hurriedly putting down liquid disinfectant—probably carbolic acid.

The upper-deck was packed with pilgrims and their bedding, coffee-pots, &c., leaving only a narrow lane free of incumbrances for communication with other parts of the ship.

Each mattress (about 1 yard wide and 2 yards long) touches its neighbour's; pillows are generally made of other packages. Every piece of the deck is used as a lodging, and the ingenuity displayed by the pilgrims in making use of any space is only excelled by the patience they display in bearing its many disadvantages, as example: A man was sleeping on the part of deck between some step coming down from a raised part of deck and the side of the ship, having, as a roof the leaky passage of a latrine.

On the bridge were counted three mattresses and ten to twelve pilgrims.

On the passage of one of the temporary latrines there were three old men sleeping on their mattresses.

The 'tween-deck was as crowded as the upper-deck, and one old man in almost a dying state was found in the hold hidden away from all light, with no food or water by him; neither could he have got out of the hold, he was so weak. The charterer of the pilgrims explained the man's condition, &c, as no doubt being due to robbery and concealment on the part of the pilgrim's friends, but as money was seen in his pocket when a hospital ticket was being put there, that explanation, like many others, was probably inaccurate.

The sick-list was a large one: six patients were pointed out by the ship's doctor including a woman prematurely delivered of a child (both alive and well). Other persons were seen at the time of disembarking to be ill, some of them very ill, the prominent symptons of nearly all being diarrhœa, which accounted for the disgusting state of their clothes. One man was so exhausted that he died before he reached the hospital. No attempt of any extra care of invalids was apparent, and the drugs were very scarce indeed and much more under the control of the captain than the doctor, and more for the crew than pilgrims.

There was no hospital or means on board for isolation of contagious cases, neither was there any room for such.

The general arrangement of the ship was admirably adapted for pilgrim-carrying, inasmuch as it was a cattle-ship, that meaning that the 'tween-deck was clear of all partition except that necessary for the support of the upper-deck, allowing free and good ventilation and much facility for cleaning, but the sides and roof were of bare iron, quite unprotected with wood, according to Regulations. The number of pilgrims and baggage, the latter hanging from hooks and ropes on the ceiling as well as on the floor, counterbalanced all the advantages of the ventilation provided.

The latrines for pilgrims were fourteen in all, arranged in two series, one on each side of the deck in front of the bridge, each holding seven latrines.

They were temporary structures built upon and over the side of the ship, with steps up to them, all made of rough wood with remains of white-wash on them but stained and filthy, the sides as well as the floor; the latter has no seat but a hole in it, or a space between the boards running along the whole series, no water of any kind laid on, the pilgrims carrying water with them with which they go through some regular form of ablution prescribed by custom in their religion.

The series of seven latrines on the starboard side of the ship was disused or nearly so, because the steps had been broken and three pilgrims had made use of the small passages in front of the doors to lay their mattresses and sleep there;

but in spite of this other pilgrims were stepping by the sleepers occasionally in order to reach the latrines. So the surroundings of those men were horrible.

There was no attempt at a separate latrine for women.

There was no latrine in between-decks nor in the hold.

There were three latrines further forward for the crew, which were kept locked and were clean and inodorous.

There was a continual stream of pilgrims up and down the steps of the latrines.

The water of this ship was very bad, and the accounts of the origin were very many and various.

Pilgrims were seen filling their goolah-jars, water-skins, and coffee-pots from a pump attached to a large reservoir amidships. This water was yellow, dull, and full of visible particles, which made a distinct sediment at the bottom of the glass.

The pilgrim charterer told us that the tank contained condensed water, but that the bottom of the tank was nearly reached, which accounted for the condition of the water; however, no attempt was made to prevent the pilgrims filling their jars, &c., and on attention being called to this we were told that the pilgrims only intended to use it for the ablutions, a statement which is worthy of but little belief.

There were five other tanks in the ship, two of which were opened for inspection, and which proved to have water of a quality better than that of the above tank but leaving very much to be desired, it being dull and with visible particles floating about.

Samples of water were taken at hap-hazard from goolahs, &c., belonging to pilgrims, which, in the majority of instances, turned out to be of the same kind as that in the bad tank amidships; but in other goolahs there was occasionally found water as clear and bright as that found in the saloon. And great stress was rightly laid upon this great variance of quality by the charterer, he pointing out that the quality of water varied in direct proportion to the number of times that the goolahs were washed; but in spite of this no sample from a goolah or any other jar was worse than that which came from the bad tank, and it is the opinion that water from it was used for drinking purposes.

As regards the origin of the water, accounts varied with every informant.

According to the charterer, the four tanks forward were filled with Nile water taken at Suez, and the two tanks amidships with water condensed on board ship, and all water was supposed to be filtered before distribution.

The information of the others was chiefly imaginary. The tanks were of iron, closed when not in use, and when in use had a pump affixed. When full they held 72 tons.

There were three cooking-stoves, one for captain, first-class pilgrims, and crew; one for ordinary pilgrims, one for cooking such things as soup, broth, rice, &c. All three were on deck and there were no fires below.

Cargo was not carried, but the heavy baggage was in the hold, sand being used to complete the ballast.

The chief results of the inspection are:—

1. The bad water supply.
2. The overcrowding.
3. The great proportion of diarrhœa among those sick.
4. The inability to properly care for, and treat, the sick.

(Signed) REGINALD H. CHILTON, *L.R.C.S., L.R.C.P.*,
Medical Inspector of Pilgrim Ships at El Tor.

Quarantine Camp, El Tor.

Inclosure 2 in No. 219.

Dr. Morrison to Acting Consul-General Alban.

Alexandria, November 12, 1897.

Sir,

QUITE recently I have seen a Report, signed by Mr. Reginald Chilton (as Medical Inspector of Pilgrim Ships), on the result of an inspection made by him of several pilgrim vessels on their arrival at Tor.

The Report is extremely severe on the ships, as indeed might be expected.

The average pilgrim is a dirty individual; and masses of them huddled together produce an extremely unsavoury effect on eye and nose.

I hope Mr. Chilton's Report is overcoloured. He probably never saw a pilgrim ship before, and it is plain that he was extremely unfavourably impressed.

In justice to the vessels and their owners and commanders, it must be remembered that this inspection was carried out at an unfavourable time, namely, immediately on the arrival of the vessel at Tor. Now this arrival almost invariably is timed for daylight or first break of dawn, and the pilgrim gets himself ready to get on shore. He hurries up on deck, collects his goods and chattels, and attends to the calls of nature without being particular as to the spot chosen. At the same time the officers and crew of the vessel are busy getting the ship anchored, and have less time than usual to attend to or look after the pilgrims.

The pumps for flushing the latrines stop acting when the engines stop, and there is no time to flush them with a hose. The result of all this must be the most glorious crowding, confusion, and smells.

Mr. Chilton has written down the result of his inspection of seven steamers: the "Noomat" and "Abdul Kadir," Ottoman; the "Husseinee," Bombay; the "Fayoum," Egyptian; and the "Magnet," "Manica," and "Colina," flying the British flag.

He says that the "Husseinee" alone was built as a pilgrim vessel, and is therefore adapted for the trade; and that all the others are more or less unfitted for pilgrims, some of the ships being, in his opinion, absolutely unsuited for them.

The principal weight of the Inspector's condemnation falls on the Egyptian vessel, the "Fayoum," regarding which a very detailed report is given. But the charges brought against all the steamers may be put under the following heads:—

(*a.*) Filthy latrines, with disgusting smells.
(*b.*) Bad water.
(*c.*) Inattention to, and bad arrangements for, the sick.
(*d.*) Overcrowding of pilgrims.

I shall say a few words by way of comment on each head:—

(*a.*) *Filthy Latrines, &c.*

As I have already said, those arrangements on board a small ship carrying over 1,000 individuals must, under favourable circumstances, be somewhat objectionable. But the circumstances are not favourable.

The average pilgrim is born and reared among smells; at the door of his house one's nose is assailed by the most filthy odours. So that it is hardly to be expected that his sense of smell is very much offended by what disgusts a European, and consequently, the pilgrim himself will not lend much aid in keeping things on board clean and sweet.

Then, the ship in port is in a worse situation for keeping latrines clean than she is when she is at sea. At sea the pumps for flushing the latrines are in full work; in harbour they stop with the engines, and a hose is the only practicable flush. It is only when the pilgrims have landed that the officers and crew, busy on the ship's arrival, are free to give a general clean up to the fœces and dirt left behind by the pilgrim. Even the "Husseinee" was dirty, for Mr. Chilton says the "Manica" was not as bad as "Fayoum" and "Husseinee." On all those accounts I am disposed to think that things on board are not daily and hourly in such a bad condition as they are painted by our Inspector, Mr. Chilton.

At the same time, it must be pointed out that just as certain Regulations are laid down by, for example, the British Government for vessels carrying troops, as a certain type of latrine is required, a certain number of latrines, certain position of latrines, &c., and as those are always medically inspected before the troops are allowed on board, so in like manner it ought to be possible to frame and carry out Regulations for pilgrim ships. It is quite possible that such Regulations have been framed; I am not aware if they have been or not, but it is certain that no standard is conformed to. I shall refer to this again under the head of overcrowding.

(*b.*) *Bad Water.*

According to the Inspector's Report, two vessels carried good water—the "Husseinee," which brought its water from Bombay, and the "Manica," partly

Bussorah water and partly condensed water. The water of the remaining five was not so good, some bad. "Noomat" water dull; from Jeddah "Abdel Kadir," clear water from Jeddah in two tanks, one tank from Suez not so good. "Fayoum" water dull and not good from Suez; "Magnet," bad water from Suez; "Colina," water very bad, probably from Suez.

I must say that I am extremely astonished to read the criticism on the water, and am very much inclined to doubt its accuracy and its value. It will be seen that the bad water is all said to come from Suez. Now from personal experience I know that Suez water is probably the best water in Egypt. Suez water flows in a long stream from Cairo, and is practically unpolluted during its whole course, and for many miles before reaching Suez absolutely unpolluted. During that long course the mud characteristic of all Nile water settles down considerably and leaves a water comparatively clear. I once bottled some specimens of Canal water (before it reached the Suez water-works), and sent it to Mr. Winter Blyth in London for examination. He reported that the water was slightly turbed, that the turbidity was easily removed by filtration, but that otherwise it was a perfect water for drinking, domestic, and trade purposes.

The Suez water-works has besides very efficient filters, and turns out a very clear water. But even without filtration the water from the Fresh-water Canal of Suez is much clearer than the filtered water supplied by the Alexandria Water Company. Besides, the Report speaks only of the clearness or dulness of the water. But water extensively polluted with sewage may be limpidly clear, and good serviceable water may be muddy-looking.

I am not disposed to attach much value to Mr. Chilton's remarks on the water to be found in the pilgrim ships.

(c.) *Arrangements for the Sick.*

As a rule the Inspector found the ship's doctor careless, the supply of drugs poor, the hospital absent or empty, the sick not in hospital but lying about neglected and uncared-for. No doubt this is all true, and though the state of things might be improved, it never will be satisfactory. First of all, a very able and zealous doctor finds better employment than on a pilgrim ship; it is only the hewer of wood and drawer of water members of the profession that can be found for the pilgrim business. Then the patients do not want to be treated, do not want medicines, conceal their sickness and so on, so that even a scientific and enthusiastic medical man would find obstacles to damp his ardour. On board the "Manica" the sick list is said to have been specially heavy, numerous cases of diarrhœa being found untreated and uncared-for.

The supply of drugs is often small, and meant for the benefit of the crew only. Of course it ought to be quite easy to frame Regulations for two standard hospitals on board ship: one for ordinary and one for contagious disease; also to have an efficient supply of drugs and medical comforts. With those and a zealous medical officer things would be much better.

There really must be many cases of serious illness on board, especially at th end of a pilgrimage. Poor, ailing, and decrepit at the start, fatigued beyond endurance, badly fed, exposed to sun and climatic hardships, many of those that have survived death must be found suffering from fevers, diarrhœa and dysentery, chronic and mostly incurable, certainly needing nursing and care. But those Regulations must come from a powerful central authority.

(d.) *Overcrowding.*

Herein lies the kernel of the whole matter. The ships carry too many pilgrims I understand that a certain number of cubic feet per pilgrim is fixed annually by the Ottoman Government, and approved by the Powers. The vessels must also have a certain 'tween-deck accommodation. Now it does not appear that any of the vessels carried more pilgrims than allowed by Statute, in fact some of them considerably fewer, and yet Mr. Chilton says they were disgracefully overcrowded. One Ottoman vessel, "Noomet," has no 'tween-decks, and ought to have been disallowed.

But if the Powers would agree to increase the standard of cubic feet required per pilgrim, the overcrowding might be effectively controlled. If the Quarantine

Board were effectively supported, they might be responsible for seeing that only the regulation number of pilgrims was carried. Article 10 of the Decree of the 19th June, 1893, says:—

"Le Conseil réglemente, au point de vue sanitaire, les conditions dans lesquelles doit s'effectuer le transport des pèlerins à l'aller et au retour du Hedjaz, et surveille leur état de santé en temps de pèlerinage."

It is evident that the Quarantine Board might be held responsible for the whole business, but in that case the Board would require the sanction of international support. It might then be easy to decree that only specially-built pilgrim vessels should be allowed in the trade; that far fewer pilgrims be carried, and that latrines, hospitals, drugs, &c., be all of standard pattern and arrangements.

If far fewer pilgrims were carried the ships and ship-owners would of course not object. If instead of carrying 1,000 pilgrims a vessel were allowed to carry only 500, the ship-owners and ship-masters would not object, only the passage-money would be doubled, and the comfort greatly increased.

As an illustration, let me say a few words about the "Fayoum," which has specially been singled out for the Inspector's attack. She was not built for carrying pilgrims, and Mr Chilton says she is extremely ill-adapted for it. I am not an expert, but I know the ship, and I know its commander, an Egyptian of Cretan origin. I am told by authorities that the vessel is well adapted for the pilgrim trade, better adapted than almost any vessel not specially constructed for pilgrims. Be this as it may, what is the state on board? She has on board 1,048 pilgrims (allowed to carry 1,100) and a crew of 15. How many of the crew are deck hands I do not know. The captain I know to be as intelligent a native commander as can be found; not intelligent only, but active also, and comparatively young, a man whom I am sure would do all he could to keep his ship tidy and make the pilgrims comfortable.

But consider 1,048 people to keep in order, besides the sailing of the vessel! and 1,048 people with no elements of order and tidiness and discipline in their composition; rough men, dirty by nature, untidy by instinct, cooped up together, badly fed, often ailing. Why they would require a company of soldiers to keep them up to the mark; to keep constantly stirring them up, turning them out of inconvenient places, making them go to the latrines for necessary evacuations, hunting out the sick and weakly among them. No captain with his officers and a handful of a crew can hope to cope with the enormous difficulties of all kinds met with on board.

I have before me an account from the "Times of India" of about twelve years ago furnished by the commander of a steamer plying between Bombay and Jeddah, during the pilgrim season. His experiences are similar in every respect to the accounts given by Mr. Chilton of the pilgrim traffic to the west of Jeddah. But the state of matters is much better on the east side than it was. Is it too much to expect that the improvement will be extended to the west?

I have, &c.
(Signed) ARTHUR MORRISON.

P.S.—Since I wrote the above, I have been informed that the water on board the "Fayoum" was taken not from Suez but from Alexandria. This fact bears out what I said about the comparative water supplies of the two places, and is an eloquent comment on the purity of our water here. The same water was supplied to the "Fayoum" that is supplied to the numerous British and other vessels that frequent this port. I am afraid that Mr. Chilton's Report contains several other inaccuracies and misstatements about the "Fayoum," as well as other ships, but these do not affect the main point—the overcrowding with its attendant evils.

A. M.

No. 220.

Foreign Office to India Office.

Foreign Office, November 26, 1897.

Sir,

I HAVE laid before the Marquess of Salisbury your letter of the 11th instant forwarding copy of a telegram from the Governor of India, intimating that it is contemplated to allow pilgrims under certain conditions to start from India for the Holy Cities

of Arabia, and I am directed by his Lordship to state, for the information of Lord George Hamilton, that he concurs in this proposal.

I am, &c.
(Signed) GEORGE N. CURZON.

No. 221.

India Office to Foreign Office.—(Received November 29.)

THE Under-Secretary of State for India presents his compliments to the Under-Secretary of State for Foreign Affairs, and, by direction of Lord George Hamilton, forwards herewith, for the information of the Secretary of State, copy of a telegram from the Viceroy, dated the 18th November, regarding the plague precautions on the Perso-Afghan frontier.

India Office, November 27, 1897.

Inclosure in No. 221.

The Government of India to Lord G. Hamilton.

November 18, 1897.

(Telegraphic.)

BRAZIER-CREAGH has returned from Seistan. I do not think it necessary to send another doctor in his place, but am consulting Tehran.

No. 222.

India Office to Foreign Office.—(Received December 2.)

India Office, November 30, 1897.

Sir,

WITH reference to Mr. Villiers' letter of the 11th instant, I am directed, by the Secretary of State for India in Council, to inform you that the papers have been referred to the Government of India, and meantime that Government has been requested by telegraph to suspend action in regard to the rules to be issued under the Venice Convention relative to pratique at Aden.

I am, &c.
(Signed) A. GODLEY.

No. 223.

The Marquess of Salisbury to Sir H. MacDonell.

(No. 35. Commercial.)

Foreign Office, December 2, 1897.

Sir,

WITH reference to my despatch No. 33, Commercial, of the 20th ultimo, I transmit to you herewith copy of a letter from Messrs. Taylor and Co. relative to the inconvenience caused to British firms doing business with Portugal, by the precautions taken in Portuguese ports against the plague.*

As you will observe, Messrs. Taylor request that representations on the subject may be made to the Portuguese Government, and I should be glad to be furnished with your opinion on the subject before authorizing any such action.

I am, &c.
(Signed) SALISBURY.

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* No. 218.

No. 224.

Acting Consul-General Alban to the Marquess of Salisbury.—(Received December 4.)

Alexandria, December 4, 1897.

(Telegraphic.)

BRITISH steam-vessel "Glaucus," of Ocean Steam-ship Company, arrived at Suez, bound for London, 23rd November. Master, in sworn declaration before Quarantine authorities at Suez, gave Colombo as last port of call, and also declared to doctor that he had not touched at Jeddah. Quarantine officials say Jeddah not mentioned in ship's log or papers. Vessel received free pratique. Agent has admitted that "Glaucus" called at Jeddah. She had probably carried pilgrims, and was liable to disinfection. Cannot Board of Trade punish the master for omission of entries in official log?

No. 225.

Memorandum by Mr. Farnall on India Office Letter of November 16, 1897.

THE Venice Convention of 1897 provides that all persons leaving a plague-infected port shall be medically inspected by day and *on shore* before going on board. The Government of India propose that the medical inspection should be allowed to take place *on board*, and bring forward certain reasons in support of this amendment.

There are general considerations against proposing any amendment whatever to a Convention made by an International Conference on a technical subject. Such an agreement is the outcome of a series of compromises, each resting on the other; the administrative habits, and, indeed, the prejudices, of the countries parties to it, are often the unknown reasons for some particular provision, which may not, perhaps, of itself, be of much value, but is, nevertheless, valued in some particular country, and is there appealed to as one of the valuable parts of the agreement, offering compensation for some other provision disliked in that country. Each country, for certain, finds in the Convention of Venice some provision which it would like to alter. Any proposal to amend is almost sure to be followed by others; the plague has not spread beyond India, but it should not be forgotten that the conditions obtained at Venice for Indian passengers and trade are much better than it was thought they would be. Amendments proposed by other countries are not likely to be in the direction of greater freedom for navigation.

As regards the particular amendment wanted by India, it must be observed that inspection on board ship was looked upon with much disfavour by the Conference. When the British Delegates informed the Conference that persons leaving India were already medically examined under a spontaneous order of the Government, the French Delegates read, in an ironical tone, an extract from the Report for 1894 of the Sanitary Commissioner with the Government of India, describing the manner in which pilgrims were examined on board.

The British Delegates replied that things were now different, but the Conference decided unanimously that it was preferable that the inspection should be on shore, and the final text of the Convention leaves no option in the matter.

The Government of India alleges another part of the Convention as a justification and as a precedent for the proposed amendment. But the part cited is entirely misunderstood in India. It was originally proposed at the Sanitary Conference of Paris, 1894, that there should be applied to pilgrims starting for the Hejaz the admirable system adopted by the Government of India in regard to troops leaving for active service, namely, that they should be held under observation for a certain number of days in order to draught out men having in them the germs of disease, especially epidemic disease. Both the British and the Netherland Government objected, for very good reasons, to the application of this system to pilgrims. It was eventually set aside by making its adoption conditional on local circumstances rendering its adoption possible. But before this addition to the Convention had been agreed to, it had been conceded that this holding under observation for a certain number of days—which is radically different from a medical inspection—might, in the case of ships sailing from the Netherland East Indies, be held to be performed on board during the voyage, because the voyage is, in fact, longer than the period adopted, for administrative purposes, as the incubation period of cholera or of plague. This arrangement was not allowed in the case of India on account of the shorter voyage. This period of observation was provided for the purpose of detecting and isolating any case of plague or cholera that may occur during the efflux of the incubation period, and it cannot

be appealed to in support of performing on board the medical inspection of each individual, a provision ordered in view of preventing the embarkation of any person who may, at the moment of embarkation, be recognized as already or probably suffering from either of those diseases.

The question of the possibility of carrying out inspection on shore in Indian ports will be decided by the Powers to whom the amendment may be submitted, on the evidence furnished by the Indian Government. If the amendment is to be submitted to the Powers with any chance of success, it must be supported by evidence showing that the provisions of the Convention are, on this point, not merely inconvenient, but really impracticable, and it must also be shown that the proposed amendment will introduce a system at once effectual and free from the objections made to that which it is to replace.

At Calcutta the convenience of the passengers and of the Customs officials appear to be the main hindrance to carrying out inspection on shore. At Bombay, passengers leaving the outer wall of the dock are now examined on shore in rooms erected for the purpose. But in the case of ships sailing at night from "the Stream" or from the docks it would, it is said, be difficult to control the movements of passengers after they have been medically inspected on shore the day previous to departure, and there is especially the additional difficulty in the case of sailing from the docks that, the ship's latrines being closed while in dock, passengers and crews must, "to use the only available latrines," be allowed to go freely about the docks, which are in free communication with the city. There is, therefore, no certainty that passengers and crews will not, after medical inspection, visit plague-infected parts of the city, or even that a plague-infected person will not take the place of a passenger passed as healthy.

In the case of ships sailing from "the Stream," special inspection-rooms would have to be built, and it would still be difficult to control the movements of passengers after inspection when the ship did not sail till night.

The medical authorities of Continental Europe have, I fear, little confidence in the sanitary practice of India, and the consideration of the state of things that has been allowed to grow up and to continue at Bombay, as described at Venice by the Indian Delegate, can but have increased this want of confidence.

If the above reasons are given in support of the proposed amendment, the obvious reply will be that the difficulties complained of can be removed by the construction of proper inspection-rooms and of dock latrines cut off from the city, and by a proper police supervision of ships after the passengers have been inspected and have gone on board. Until these measures have been shown to be practicable the Indian amendment is little likely to be accepted by the Powers.

Neither is it likely to appear to the Powers, from the evidence as yet furnished, that the amendment will provide any remedy for the difficulties alleged in the case of the existing provision. The Indian Government allows that in the case of plague medical inspection must be made by day. But it is obvious that the passengers and crews will be just as difficult to control after inspection on board as after inspection on shore, and that there will be just the same danger in both cases from passengers using "the only available latrines," which are in free communication with the plague-infected city.

The Government of India urges further, that, in the case of crews, inspection on shore is still more difficult of execution than in the case of passengers. It is said that the "annoyance and risk [of inspection on shore] are clear, and that the merit of the precaution is not apparent since the crew have been already on board, and if one of them on inspection is found to be suffering from plague, he must be considered to have infected the ship."

No doubt this is so, and the necessary measures of disinfection must be taken in the case supposed. But inspection on board will not prevent these circumstances arising. Why cannot crews shipped at Bombay be inspected on shore before going on board and be inspected again, if they have had free communication with the city, before the passengers ship? A certain number of the crew might, in special cases, be examined on board if they really cannot leave the ship. The Convention orders the inspection to be made "on embarkation."

The Calcutta Rules provide that the crew of a healthy ship arriving from an infected port shall not land except on duty for ten days from the date on which the ship left the infected port. Why cannot crews shipping at Bombay be similarly restricted after they have passed on shore their medical inspection? Obviously communication with the city should be kept within the narrowest possible limits.

Carelessness in treating this point will assuredly arouse suspicion in Continental Europe, and it will be said that the precautions possible at Calcutta in the case of ships

from infected ports might well be enforced at plague-infected Bombay for outward-bound ships while lying in that port.

Thoroughly efficient medical inspection carried out in the manner recommended by the Conference is certainly the most important and the most valued of the precautions on the adoption of which valuable freedom was guaranteed to ships leaving infected ports in India. The reasons alleged in support of the proposed amendment of the Convention are as little likely to carry weight with the other Signatory Powers as those alleged in the case of passengers.

It is possible that further and more convincing evidence can be produced as to the necessity and efficiency of the inspection on shore, or that the existing evidence can be so put as to prove both points; but I would submit that as the matter at present stands the amendment is certain to be rejected, and that the evidence as yet given in support of it by the Government of India will raise in the minds of foreign Governments doubts as to the zeal of the Indian Government in fulfilling its share of the obligations contained in the Convention.

Another method of avoiding the risks which would, as I believe, be run by putting the evidence now sent home before the other Powers, would be to suppress it and merely propose the amendment, pointing out that inspection on board has hitherto been permitted by the Bombay Rules as an alternative, and has proved efficient, as although 333,408 persons were inspected during February, March, April, and May, and a considerable number of plague patients were removed from ships, no single case of plague has occurred on board any ship so inspected after leaving Bombay. The "Dilwara," on which plague did occur, was inspected, not by the ordinary civil, but by the military authorities.

It may be noted that the Indian authorities evidently intend to impose against ships from plague-infected ports the maximum of restriction allowed by the Convention. In several cases the Rules as originally submitted to the Central Government exceeded this maximum. The Bombay Rules, which are to be recast, provide that all vessels arriving at Bombay after having communicated with vessels from infected ports shall be treated as if they had themselves arrived from infected ports.

I do not see that the Central Government has taken exception to this provision; but I think that it will constitute a distinct infraction of the Convention unless there was plague on the vessel communicated with and unless the communication was of such a nature as to be likely to have conveyed the infection. The provision as it stands is a reproduction of one of the most unreasonable Rules of the old quarantine system of Europe.

I notice that the Calcutta Rules on disinfection speak of a "pressure of from one and a-half to two *degrees*." There may be a recognized pressure scale in India, but, unless this is so, it would be better to say clearly "to two *atmospheres*."

In this Memorandum I have dealt only with general considerations, but I would suggest that the case be referred to Sir R. Thorne for his opinion both on these and on any medical considerations raised in the papers.

H. F.

Foreign Office, December 5, 1897.

No. 226.

Lord Cromer to the Marquess of Salisbury.—(Received December 6.)

(No. 48. Commercial.)

My Lord, *Cairo, November* 27, 1897.

I HAVE the honour to inclose a draft Circular which the Egyptian Government propose to issue to the Powers on the subject of the lighting of the Red Sea. No mention is made of the 3-mile limit, as the Egyptian authorities have wished to avoid any expressions which might perhaps give offence at Constantinople, but it is, of course, fully understood that the light-ships must be moored outside that limit.

On hearing that your Lordship approves the terms of the Circular, I will move the Egyptian Minister for Foreign Affairs to issue it.

I have, &c.
(Signed) CROMER.

Inclosure 1 in No. 226.

Draft Circular.

M. l'Agent,

AUX termes de l'Article 4 du Décret Khédivial en date du 31 Décembre, 1894, promulgué avec l'assentiment des Puissances, une somme a été mise en réserve et affectée à la construction de nouveaux phares dans la Mer Rouge. Cette réserve s'élevant à £ E. 72,672 a été placée en titres de l'Emprunt Ottoman ("Defence Loan"); elle a été augmentée du montant du coupon du 10 Octobre, 1897, et s'élève aujourd'hui à la somme totale de £ E. 74,098.

Le Gouvernement de Son Altesse s'est préoccupé d'assurer l'exécution du dit Article; après un examen sérieux il a pu se convaincre que les points qu'il serait pour le moment le plus urgent d'éclairer sont: Mocha et Abou Ail et Gebayer.

En ce qui concerne Gebayer, il a été établi que la profondeur des eaux est telle en cet endroit, qu'il ne serait pas possible d'y installer un bateau phare.

En conséquence, le Gouvernement de Son Altesse serait d'avis de procéder à l'acquisition de trois bateaux-phares; deux d'entre eux seraient installés, l'un près de Mocha et l'autre près de l'Ile d'Abou Ail, le troisième devant être tenu en réserve pour être mis en service, en cas d'accident.

Le montant de la dépense de ce chef s'élevant à £ E. 40,000 serait prélevé sur les sommes actuellement disponibles.

L'entretien de ces nouveaux phares entraînera une dépense annuelle de £ E. 4,120. Cette dépense constituant pour le Gouvernement une charge nouvelle et imprévue, vous reconnaîtrez avec moi, j'en suis persuadé, qu'il n'est que juste d'augmenter d'une somme égale la somme fixée pour les dépenses administratives.

Le Gouvernement de Son Altesse a préparé dans ce sens un projet de Décret que j'ai l'honneur de vous transmettre ci-joint.

Je vous serais très obligé, M. l'Agent, de vouloir bien porter cette proposition à la connaissance du Gouvernement de , et je compte sur vos bons offices pour obtenir son assentiment au prélèvement dont s'agit et au Décret ci-joint.

Inclosure 2 in No. 226.

Draft Decree.

NOUS, Khédive d'Égypte,

Vu le Décret Khédivial du 27 Juillet, 1885;

Sur la proposition de notre Ministre des Finances et l'avis conforme de notre Conseil des Ministres;

Avec l'assentiment des Puissances Signataires de la Convention de Londres du 17 Mars, 1885;

Décrétons:

Article 1er. A partir de l'année 1898 la somme de £ E. 5,237,000 à laquelle ont été arrêtées les dépenses administratives annuelles du Gouvernement aux termes de l'Article 18 du Décret du 27 Juillet, 1887, sera augmentée d'une somme annuelle de £ E. 4,120 pour les dépenses d'entretien des phares nouvellement créés dans la Mer Rouge, à Mocha et à Abou Ail.

Art. 2. Notre Ministre des Finances est chargé de l'exécution du présent Décret.

No. 227.

Sir P. Currie to the Marquess of Salisbury.—(Received December 6.)

(No. 93. Commercial.)

My Lord, *Constantinople, December* 2, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from the British Delegate on the Constantinople Board of

Health, respecting the "Règlement Spécial applicable au Pèlerinage du Hedjaz de 1898," of which I have the honour to inclose a copy.

I have, &c.

(Signed) PHILIP CURRIE.

Inclosure 1 in No. 227.

Dr. Dickson to Sir P. Currie.

(No. 79.)

Sir, *Constantinople, November* 30, 1897.

I HAVE the honour to transmit to your Excellency herewith thirty copies of the "Règlement Spécial applicable au Pèlerinage du Hedjaz de 1898."

This Règlement was framed by a Sub-Committee named for the purpose, and of which I was the member appointed to draw up the rules.

In order to do this properly, I requested Midhat Effendi, the Vice-President of the Board of Health, to state on what basis these rules were to be framed, and to inform me whether I might do this in conformity with the Resolutions of the Sanitary Conference of Paris of 1894 and that of Venice of 1897.

Midhat Effendi replied that the Porte had not yet accepted the Resolutions of the Conference of Venice, but that it had accepted those of Paris with the reserves announced by the Ottoman Delegates at the Conference of Venice at its tenth sitting, as reported at p. 162 of its printed *procès-verbaux*. I amended, therefore, the Règlement of 1897 in accordance with these instructions, and it was accepted by the Board of Health.

Your Excellency will find the Règlement, I hope, worded in terms which could lead to further improvement, and to greater moderation in the restrictive measures that may be imposed in future. I failed, however, in my efforts to reduce the fifteen days' quarantine on infected arrivals to ten days, but Midhat Effendi expressed a hope that this would be done in some future Règlement. The Board of Health has no information as to what measures of precaution are taken against arrivals from Hindustan at Ceylon, Aden, Burmese ports, Straits Settlements, and Hong Kong, nor am I able to give this information. Restrictive measures are, therefore, applied to arrivals from those ports, which might otherwise be dispensed with.

I take the liberty of suggesting that ten copies of the Règlement Spécial herein inclosed might be sent to the Foreign Office, and one to each of Her Majesty's Consulates at Trebizond, Dardanelles, Smyrna, Salonica, Crete, Beyrout, Alexandria, Port Saïd, Suez, Benghazi, Tripoli in North Africa, Jeddah, Hodeidah, Aden, Bagdad, Basra, Bushire, Muscat, and Zanzibar.

I have given Her Majesty's Consul in Constantinople two copies.

I have, &c.

(Signed) E. D. DICKSON.

Inclosure 2 in No. 227.

ADMINISTRATION SANITAIRE DE L'EMPIRE OTTOMAN.

Règlement Spécial applicable au Pèlerinage du Hedjaz de 1898 (*Année de l'Hégire* 1315).

ARTICLE 1er. A partir du commencement du mois de Redjeb* jusqu'à la fin du mois de Zilhidjé, le lazaret de Camaran est en fonction, pour recevoir les provenances maritimes qui y font quarantaine.

Art. 2. Durant la période des six mois, Redjeb, Chaban, Ramazan, Chewal, Zilcadé, Zilhidjé, les navires ayant des pèlerins à bord, provenant d'au delà du Détroit de Bab-el-Mandeb, quelle que soit la teneur de leur patente de santé, devront, à l'exception de ceux indiqués dans l'Article 5 du présent Règlement, se rendre directement au lazaret de Camaran sans faire escale dans aucun autre port de la Mer Rouge.

* Le 1er Redjeb correspond cette année au 25 Novembre (*v. s.*). Tous les ans la date du 1er Redjeb avance de onze jours sur le calendrier Grégorien. Le mois de Zilhidjé finit cette année le 31 Mai.

Art. 3. Sont considérés comme pèlerins tous voyageurs Musulmans se rendant au Hedjaz.

Art. 4. Des navires à pèlerins sont ceux se rendant au Hedjaz avec des pèlerins ou revenant du Hedjaz avec des pèlerins à bord.

Art. 5. Ne seront cependant pas compris dans la catégorie des navires à pèlerins, les navires à destination du Hedjaz qui n'auraient à bord qu'un pèlerin par 100 tonneaux de registre net. Ces navires seront traités suivant la teneur de leur patente de santé et conformément au Règlement de 1867 applicable aux provenances de choléra.

Art. 6. Les navires dont le nombre de pèlerins embarqués serait strictement limité à un chiffre qui ne dépasserait pas cinq pèlerins par 100 tonneaux de registre net pourront, à toute époque de l'année, se rendre au lazaret d'Abou-Saad, près Djeddah, qui fonctionne toute l'année. Ils y déposeront leurs pèlerins ainsi que leurs marchandises sujettes à quarantaine et à destination du Hedjaz, après quoi ils seront libres de continuer leur voyage.

Art 7. Les sambouks et autres caboteurs portant des pèlerins sont, en tous points, assimilés aux navires à pèlerins. Ceux qui naviguent d'un port à un autre de la Mer Rouge, et sont assujettis à un régime quarantenaire, feront cette quarantaine au lazaret d'Abou-Saad. Ceux, par contre, qui viennent d'au delà du Détroit de Bab-el-Mandeb, devront se rendre directement au mouillage de Camaran, et seront repoussés de tout autre port du littoral Arabique de la Mer Rouge.

Art 8. Les navires à pèlerins sont classés en trois catégories : navires indemnes, navires suspects, et navires infectés.

1. Les navires indemnes sont ceux qui proviennent d'un port indemne de choléra, de peste, ou de fièvre jaune, qui ne sont pas encombrés, et n'ont eu à bord aucun cas suspect de ces maladies, soit avant le départ, soit pendant le voyage, soit à l'arrivée.

Les navires indemnes sont divisés en deux classes :—

(*a.*) Navires qui viennent des ports de la Mer Rouge, de l'Égypte, ou des ports situés au nord du Canal de Suez, lorsque ces ports sont indemnes de choléra, de peste, ou de fièvre jaune.

(*b.*) Navires qui viennent des ports indemnes de ces maladies situés en dehors du Détroit de Bab-el-Mandeb ; tels que ceux du Golfe Persique et des côtes Arabique et Africaine.

Les navires appartenant à la catégorie (*a*) ont droit, après une visite médicale favorable faite à bord, à la libre pratique immédiate. Les navires appartenant à la catégorie (*b*) sont retenus en observation pendant vingt-quatre heures afin de débarquer tous leurs pèlerins et passagers au lazaret, où ils subiront une visite médicale et la désinfection de leur linge sale et effets d'usage.

2. Les navires suspects sont ceux qui proviennent de ports indemnes de choléra, de peste, ou de fièvre jaune, mais qui sont en communication avec des pays où ces maladies existent, bien que des cas des dites maladies ne se seraient pas manifestés à bord de ces navires.

Sont compris dans la catégorie des navires suspects les navires provenant de la Péninsule Malaise (Straits Settlements), de Ceylan, et des Indes Néerlandaises.

Sont aussi considérés comme navires suspects les navires encombrés, c'est-à-dire ceux qui ont à bord des pèlerins, des passagers, ou un équipage en sus du chiffre porté sur leurs certificats officiels.

Tous les navires à pèlerins classés dans la catégorie des suspects sont soumis à une quarantaine de cinq jours.

Ces navires débarqueront tous leurs pèlerins et passagers au lazaret où leur linge sale, effets d'usage, et bagages de nature suspecte seront désinfectés. Les navires seront désinfectés également. Dans le cas cependant où le choléra, la peste, ou la fièvre jaune viendrait à se manifester, soit parmi les pèlerins et passagers, soit parmi l'équipage de ces navires pendant leur séjour en quarantaine ou pendant leur traversée de Camaran à Djeddah, pèlerins et voyageurs seront soumis au régime spécial des navires infectés. Dans ce dernier cas le navire retournera à Camaran.

3. Les navires infectés sont ceux qui ont à bord des cas de choléra, de peste, ou de fièvre jaune, ou qui en ont eu avant leur départ ou pendant leur traversée.

Sont compris dans la catégorie des navires infectés les navires à pèlerins provenant des ports de l'Hindoustan et de Kurrachee, ainsi que de tout port où existerait le choléra, la peste, ou la fièvre jaune alors même qu'aucune

manifestation de ces maladies n'aurait eu lieu à bord avant le départ ou pendant la traversée du navire. Les navires, les pèlerins, et passagers seront soumis à une quarantaine de dix jours. Les pèlerins et passagers seront débarqués au lazaret, où leur linge sale, effets d'usage, et bagages de nature suspecte seront désinfectés. Le navire sera désinfecté également.

Dans le cas où des accidents de choléra, de peste, ou de fièvre jaune se seraient manifestés à bord soit au départ, soit pendant la traversée, soit à l'arrivée ou pendant le séjour en quarantaine, navires, pèlerins, et passagers subiront le régime spécial suivant :—

Les personnes atteintes de choléra, de peste, ou de fièvre jaune seront débarquées et transportées dans l'hôpital spécial, installé pour ces maladies au lazaret de Camaran. Les autres pèlerins et passagers seront débarqués au lazaret, et isolés par groupes contenant chacun aussi peu de personnes que possible, et installés de manière que l'ensemble ne soit pas solidaire d'un groupe particulier dans lequel le choléra, la peste, ou la fièvre jaune viendrait à se développer. Le navire qui aura amené ces pèlerins et passagers sera isolé d'eux pendant toute la durée de la quarantaine. Le linge sale et les effets d'usage des pèlerins et passagers, et les vêtements de l'équipage seront désinfectés ainsi que le navire dont les eaux des cales seront désinfectées et vidées, et l'eau potable renouvelée. Le navire et les groupes de pèlerins et passagers feront chacun séparément quinze jours de quarantaine, en comptant la contumace du moment où chacun a été isolé des cas de choléra, de peste, ou de fièvre jaune. Les groupes parmi lesquels le choléra, la peste, ou la fièvre jaune se serait manifesté, font aussi une quarantaine de quinze jours, à compter du moment où ils se sont séparés de leurs malades atteints de ces maladies. Cette quarantaine sera renouvelée chaque fois que des nouveaux cas auraient été constatés parmi eux. Les malades atteints de choléra, de peste, ou de fièvre jaune font, après guérison confirmée, une quarantaine de quinze jours.

De même, dans l'éventualité où des cas de choléra, de peste, ou de fièvre jaune venaient à se déclarer à bord d'un de ces navires pendant la traversée de Camaran à Djeddah, ce navire devra être repoussé sur Camaran, où il sera de nouveau soumis au régime spécial sus-indiqué concernant les navires infectés.

Art. 9. Les groupes de pèlerins et passagers parmi lesquels le choléra, la peste, ou la fièvre jaune se serait manifesté à Camaran, ainsi que les malades guéris de ces maladies, ne pourront être reçus en libre pratique à Djeddah qu'après avoir subi, au lazaret d'Abou-Saad, une quarantaine supplémentaire de cinq jours, avec désinfection rigoureuse.

Cependant les navires qui les ont amenés à Abou-Saad peuvent, après débarquement au lazaret des pèlerins et passagers, de leurs bagages et des marchandises destinées pour Djeddah, repartir en quarantaine.

Art. 10. La durée du jour de quarantaine est de vingt-quatre heures.

Art. 11. Les pèlerins Indiens ou Malais qui prennent la voie indirecte de Suez pour se rendre au Hedjaz, sont soumis à la quarantaine, à moins qu'ils ne puissent prouver à leur arrivée à Djeddah, par leurs passeports ou autres documents officiels, qu'ils viennent de pays indemnes situés au nord du Canal de Suez, ou qu'ils ont séjourné en Égypte en libre pratique et en bonne santé pendant dix jours au moins en temps où la santé publique y était bonne.

Les navires qui embarqueraient des pèlerins Indiens ou Malais à Suez, n'ayant pas satisfait à ces conditions, se rendront à Camaran pour y subir la quarantaine des navires suspects.

Art. 12. Les marchandises non susceptibles à destination du Yémen, peuvent être débarquées à Hodeida, sous la surveillance de l'autorité Sanitaire.

Les navires chargés de pèlerins et qui auraient en même temps des marchandises non susceptibles à destination du Yémen, pourront, aussitôt qu'ils auront débarqué leurs pèlerins et passagers à Camaran, et pourvu que les pèlerins et passagers ainsi que l'équipage des navires soient indemnes de choléra, de peste, et de fièvre jaune, se rendre, avec deux Gardes de Santé, directement à Hodeida pour y débarquer ces marchandises, mais à la condition toutefois que le capitaine et l'agent du navire donneraient une déclaration par écrit à l'Inspecteur Sanitaire de Camaran que le navire reviendrait directement de Hodeida à Camaran pour y compléter sa contumace et reprendre ses pèlerins et passagers pour les emmener à Djeddah aussitôt qu'ils auraient completé leur quarantaine.

Art. 13. Les marchandises provenant de lieux où existe le choléra, s'il n'y a pas eu de cas de cette maladie à bord pendant la traversée ou après l'arrivée, restent dans le navire et sont exemptes de purification et de taxes Sanitaires. Toutefois, il

est fait exception pour les vieux effets à usage et les étoffes ayant servi, les laines non lavées, les vieux cotons, les crins et les plumes, qui seront soumis à la désinfection.

Les marchandises non susceptibles, provenant de lieux où existe la peste ou la fièvre jaune, restent aussi dans le navire et sont exemptes de purification et de taxes Sanitaires, s'il n'y a pas eu à bord aucun cas de ces maladies. Mais les marchandises susceptibles sont débarquées au lazaret pour y être aérées, purifiées, et taxées d'après le tarif en vigueur.

Est cependant rigoureusement défendu l'embarquement à bord des navires provenant d'un port où existe la peste ou la fièvre jaune des objets suivants : cuirs et peaux bruts (salés ou séchés) fourrures, feutres, ongles, cornes, os, plumes d'oiseaux, laines, et tous autres produits d'animaux de toute espèce.

Art. 14. L'embarquement à bord des navires à pèlerins d'animaux vivants est rigoureusement interdit, ainsi que des peaux non-manufacturées, de débris d'animaux à l'état brut, de chiffons, drilles, charbon fossile, pétrole et de toute autre matière inflammable ou explosible, sauf le charbon et les animaux nécessaires à l'approvisionnement du navire pendant sa traversée.

Art. 15. Tout navire à destination d'un port du Hedjaz qui aura embarqué plus de 100 pèlerins devra être pourvu d'un médecin commissionné par l'autorité supérieure du pays de départ, ainsi que de médicaments, désinfectants, et autres objets nécessaires aux soins à donner aux malades. Une infirmerie installée sur le pont et offrant de bonnes conditions de sécurité et de salubrité sera réservée au logement des malades. Les soins et les médicaments seront donnés gratuitement.

Art. 16. A l'arrivée des navires à pèlerins à Camaran ou à Abou-Saad, selon le cas, tous les pèlerins, à l'exception de ceux arrivés par des navires indemnes appartenant à la catégorie (*a*), seront débarqués et subiront la visite médicale réglementaire.

Aucun navire, même admis en libre pratique, ne pourra quitter Camaran sans avoir pris à son bord, après que sa quarantaine sera achevée, tous les pèlerins qu'il y aurait amenés.

Art. 17. L'autorité Sanitaire fera appel à l'autorité de laquelle relève le navire chargé de pèlerins à destination d'un port quelconque de l'Empire Ottoman afin d'empêcher son départ, si elle n'a pas acquis l'assurance qu'il satisfait aux conditions suivantes : que le navire est en état d'entreprendre le voyage sans danger ; qu'il offre l'espace réglementaire dans l'entrepont pour pouvoir loger convenablement tous ses passagers et pèlerins ; que le pont et l'entrepont sont en bois ou en fer recouvert de bois ; qu'il est bien équipé, bien aménagé, bien aéré, pourvu de tuyaux flexibles d'une longueur suffisante et pouvant être attachés à la machine du bateau afin de s'en servir en cas d'incendie à bord ; que le navire est pourvu d'un nombre suffisant d'embarcations* et qu'il ne contient rien à bord qui soit ou puisse devenir nuisible à la santé ou à la sécurité des passagers ; qu'il existe à bord, en sus de l'approvisionnement de l'équipage et convenablement arrimés, des vivres et de l'eau potable de bonne qualité puisée à une source à l'abri de toute contamination, ainsi que du combustible, le tout en quantité suffisante pour tous les pèlerins et passagers et pour toute la durée déclarée du voyage. La quantité d'eau potable mise journellement à la disposition de chaque pèlerin et passager, quel que soit son âge, sera de 5 litres.† Le navire devra être pourvu d'un appareil distillatoire pouvant donner 5 litres d'eau par jour pour toute personne se trouvant à bord y compris l'équipage, et les réservoirs de l'eau potable seront mis à l'abri de toute souillure et fermés de manière à ce que la distribution de l'eau ne puisse se faire que par des robinets ou des pompes. Le navire devra en outre être muni de deux locaux au moins qui seront affectés à la cuisine personnelle des pèlerins et des

* Le navire à pèlerins sera pourvu d'un nombre d'embarcations, d'après l'échelle suivante, et dont deux seraient des embarcations à sauvetage.

Navire d'un tonnage de registre net, jusqu'à 800 tonneaux, cinq embarcations d'une capacité collective de 1,730 pieds Anglais.

Navire d'un tonnage de 800 à 1,000 tonneaux, six embarcations d'une capacité collective de 2,045 pieds Anglais.

Navire d'un tonnage de 1,000 à 1,250 tonneaux, six embarcations d'une capacité collective de 2,545 pieds Anglais.

Navire d'un tonnage de 1,250 à 1,500 tonneaux, six embarcations d'une capacité collective de 3,000 pieds Anglais.

Navire d'un tonnage de registre net en sus de 1,500 tonneaux, sept embarcations d'une capacité collective de 3,600 pieds Anglais.

† 5 litres équivalent à 8¾ pintes Anglaises.

voyageurs et il leur sera interdit d'allumer du feu ailleurs. Il est absolument défendu d'employer les samovars ailleurs que dans ces cuisines. Les gros bagages des pèlerins et voyageurs ainsi que toutes leurs armes seront enregistrés, numérotés, et placés dans la cale du navire. Les pèlerins ne devront garder avec eux que les objets strictement nécessaires. Le pont du navire, libre de toute marchandises ou objets encombrants et recouvert d'une double tente, sera exclusivement réservé, jour et nuit, à l'usage de l'équipage et gratuitement à celui des passagers et pèlerins d'entrepont, qui seront encouragés à rester, autant que possible, sur le pont.

De chaque côté du navire, sur le pont, sera réservé un endroit dérobé à la vue et pourvu d'une pompe à mains de manière à fournir de l'eau de mer pour les besoins des pèlerins et des passagers. Un endroit de cette nature sera exclusivement réservé aux femmes.

Le navire devra être pourvu, en outre des lieux d'aisance à l'usage de l'équipage, de latrines à effets d'eau solidement attachées aux plats-bords du navire dans la proportion d'au moins une latrine pour chaque cinquante personnes embarquées. Des latrines en nombre suffisant seront exclusivement affectées à l'usage des femmes. Aucun lieu d'aisance ne doit exister dans les entreponts ni dans la cale.

Art. 18. L'espace à donner à chaque pèlerin, quel que soit son âge ou son sexe, est d'au moins 12 pieds Anglais de surface et 72 pieds cubes Anglais d'espace dans l'entrepont qui se trouve au-dessus de la ligne de flottaison.* Aucun passager ni pèlerin ne pourra être installé dans la cale du navire, ni dans les entreponts qui seraient au-dessous de la ligne de flottaison.

Pour ce qui regarde l'espace à donner aux pèlerins et passagers embarqués sur les sambouks faisant le service de cabotage, chaque pèlerin ou passager embarqué doit disposer d'un espace d'au moins 2 mètres de longueur le long des plats-bords du sambouk.

Art. 19. Le nombre des passagers et pèlerins pris à bord des navires à pèlerins et la manière de les installer ont été réglés d'après l'Article 18. Les bateaux étrangers qui peuvent produire un certificat officiel, délivré par l'autorité dont ils relèvent, établissant le nombre des pèlerins et passagers qu'ils peuvent embarquer par rapport à leur capacité, ne seront pas sujets à un second mesurage. Les bateaux appartenant à la marine étrangère à destination des ports Ottomans, qui n'ont pas ce certificat, seront mis en demeure, par l'autorité Sanitaire, de produire cette pièce en s'adressant à leurs Consulats respectifs. Le Consul pourra, s'il le désire, faire établir le mesurage par l'autorité locale compétente, conformément aux prescriptions de l'Article 18.

Art. 20. Les bateaux sous pavillon Ottoman qui ne peuvent pas produire un certificat de mesurage, délivré par l'Administration Sanitaire de Constantinople, seront mesurés par un officier de la Marine Impériale compétent, désigné par l'autorité locale et assisté du médecin Sanitaire du port où le bateau se trouve, en se référant aux instructions ci-annexées.

Art. 21. Il est interdit à l'autorité Sanitaire d'exiger le mesurage des bateaux étrangers à destination des ports étrangers lorsqu'ils se trouvent dépourvus du certificat de mesurage officiel.

Art. 22. L'assistance prêtée par le médecin Sanitaire dans le cas de mesurage, soit pour les bateaux Ottomans, soit pour les bateax sous pavillon étranger, est gratuite.

Art. 23. Le capitaine et le médecin du bord veilleront au maintien de la propreté et du bon ordre dans le navire. Le médecin devra, en outre, s'assurer que l'entrepont où logent les pèlerins est bien frotté chaque jour avec du sable sec mêlé de la poudre désinfectante, pendant que les passagers se trouveront sur le pont.

Art. 24. Les bateaux à vapeur sont seuls autorisés à transporter des pèlerins dans les voyages au long cours.

Art. 25. Tout navire à pèlerins ne se conformant pas aux dispositions du présent Règlement sera considéré comme contrevenant en matière sanitaire et pourra être soumis au maximum des mesures quarantenaires.

Lu et adopté par le Conseil Supérieur de Santé, le 23 Novembre (5 Décembre), 1897.

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* 12 pieds Anglais de surface correspondent à 3·65 mètres carrés de surface, et 72 pieds Anglais d'espace correspondent à 21·53 mètres cubes d'espace environ. Le pied Anglais équivaut à 30·47 centim.

Instructions pour faire les Opérations de Désinfection

Les hardes, vieux chiffons, pansements, et autres objets sans valeur qui ont servi à des malades souffrants de choléra, de peste, ou de fièvre jaune, seront détruits par le feu.

Les linges, objets de literie, vêtements, matelas, tapis, &c., contaminés ou suspects de contamination seront désinfectés dans des étuves pendant quinze minutes, indiquant à l'aide du thermomètre à signal une température d'au moins 100 degrés centigrade au sein d'un matelas.

On plongera dans une solution de sublimé (1 pour 1,000 additionné de 10 pour cent de chlorure de sodium) pendant six heures, les linges, vêtements, et objets souillés par les déjections des malades. On lavera avec la solution de sublimé les objets qui ne peuvent supporter sans détérioration la température de l'étuve, les objets en cuir, bois collé, feutre, velours, soie, &c.

Les solutions phéniquées (5 pour cent) serviront surtout pour désinfecter les objets qui ne supportent ni la température de l'étuve (100 centigrade) ni le contact du sublimé, tels que les métaux, les instruments, &c.

Le lait de chaux est spécialement recommandé pour la désinfection des déjections et vomissements.

La désinfection des bateaux sur lesquels le choléra, la peste, ou la fièvre jaune se serait manifesté, se fait comme suit:

On désinfectera les parois des cabines qui ont été occupées par des malades, à l'aide de la solution de sublimé additionné de 10 pour cent d'alcool. La pulvérisation se fera en commençant par la partie supérieure de la paroi, suivant une ligne horizontale et on descendra successivment de sorte que toute la surface soit couverte de fines gouttelettes.

Les planchers seront lavés avec la même solution et deux heures après on lavera les parois et le plancher à grande eau.

Pour désinfecter la cale du navire, on injectera d'abord une quantité suffisante de solution de sulfate de fer, on videra l'eau de la cale, on la lavera à l'eau de mer, puis on injectera une certaine quantité de la solution de sublimé.

Mode de pratiquer la Désinfection des Pèlerins et Passagers et de leurs Effets.

Les pèlerins et passagers prendront une douche, lavage, ou bain de mer, au moment de leur débarquement à Camaran, en attendant que leurs vêtements et linges sales subissent la désinfection à l'étuve.

Aussitôt qu'ils auront été installés dans leurs campements, ils seront requis d'exposer à l'air et au soleil, par eux-mêmes, et pendant toute une journée, tous leurs effets et objets renfermés dans leurs bagages. Le médecin du campement s'assurera, *de visu*, que ceci a été fait et il donnera à entendre aux pèlerins et passagers que cette opération est indispensable afin de leur assurer la libre pratique et la fin du terme de leur quarantaine.

Désinfection des Marchandises.

1. Les marchandises susceptibles sont:

Les hardes, le linge, les effets d'usage des quarantenaires et surtout les vêtements, le linge, et la literie des malades, les drilles et chiffons de provenances où existe le choléra, la peste, ou la fièvre jaune; la laine, les pelleteries et les fourrures, le feutre et les tapis, la soie et le coton et les articles manufacturés de soie ou du coton; les cheveux, les cuirs, le duvet, les plumes, les peaux non manufacturés, et tout débris d'animaux à l'état brut.

2. La désinfection n'est appliquée qu'aux marchandises et objets considérés comme contaminés. Elle devra être faite de manière à ne détériorer les objets que le moins possible.

3. Il n'est pas admissible que les marchandises puissent être retenu en quarantaine pour une période indéterminée. La prohibition pure et simple ou la désinfection sont les seules mesures qui puissent être prises.

4. Les lettres et correspondances, imprimés, livres, journaux, papiers d'affaires, &c. (non compris les colis postaux) ne seront soumis à aucune restriction ni désinfection.

No. 228.

Consul Devey to the Marquess of Salisbury.—(Received December 9.)

(No. 19. Commercial.)

My Lord, *Jeddah, November* 22, 1897.

I HAVE the honour to acknowledge receipt of Sir T. Sanderson's despatch No. 3 of the 3rd instant, and, in reply, to forward copy of a despatch addressed a few days ago to the Colonial Secretary, Singapore.

Translations of the Sheikh's declarations, therein referred to, are also now forwarded.

These were taken, as it was found extremely difficult in most cases to show that an applicant for relief was not of British nationality when he stated that he was so, and further, permanently resident at Singapore, where he had passed most of his life, but could produce no legal documents in proof of his nationality; it should be added that out of the 3,000 or 4,000 Malays claiming to be British who make the pilgrimage every year, barely half-a-score produce passports at this Consulate.

The system of individual inquiry was at first adopted, and continued during about a fortnight, with the object of excluding pretenders; but as this was not altogether satisfactory, nor quite fair in respect of the distressed applicant, it was decided in the end to accept the testimony of the Sheikhs, whose good faith there was no reason to doubt, and who, indeed, have more experience and intimate knowledge of Malays than is to be obtained at first hand.

Four of these Sheikhs, viz., Ahmed Azheiri, Ahmed Abdul Jabbar, Suleiman Kandal, and Hashim Baba, have visited Singapore and Java several times, in fact, go regularly, and are now there for the coming pilgrimage.

I would beg leave to recall most respectfully how urgently need of Consular protection for Asiatic British subjects while performing the "Haj" was felt a few years ago (*vide, e.g.*, Mr. Consul Zohrab's despatch dated London, 10th September, 1880). Of late it would seem that British Moslems neglect to take advantage of help and protection now open to them by not providing themselves with a passport in their country, whilst the Hedjaz authorities, far from being inclined to dispute doubtful cases of nationality, are often rather anxious than otherwise that questions relating to foreign pilgrims should be referable to one or other of the European Consulates in this town.

I have, &c.

(Signed) G. P. DEVEY.

Inclosure 1 in No. 228.

Consul Devey to Colonial Secretary, Singapore.

(No. 16.)

Sir, *Jeddah, November* 12, 1897.

I HAVE the honour to acknowledge the receipt of your letter of the 11th ultimo, and to express my surprise and regret that of the 106 Malays who reached Singapore only 17 are believed to belong to your Colony.

I need not, I trust, assure you that I took every means in my power to prevent others than British subjects receiving free passages, and that I specially warned the officers of this Consulate employed in registering the names of the distressed applicants to be careful to prevent any deceit on the part of Dutch subjects who should attempt to pass themselves off as British.

To my confident belief every one of the distressed Malays who was thus assisted held himself out to be a British subject from the date of his arrival throughout the time of his stay in Hedjaz; also nearly all assisted were resident in Singapore, with perhaps a very small minority in territory under British rule or protection.

It would appear, however, that many "Javanese belonging to Netherlands India" are permanently domiciled (with every presumption of absence of *animus revertendi*) in Singapore or on British territory, some during the last twenty or twenty-five years, and I doubt not that among this class very few, if any, of the 106 assisted Malays should not have been so resident continuously during the last five years at least.

This class of Malays, if they purpose to assert their nationality, should of course

be registered annually in their Dutch Consulate at Singapore, and when proceeding abroad should procure their passport and have it duly *visé*.

The mere fact of their not doing so goes some way to prove their preference of British to Dutch nationality, and an inquiry as to whether British or Dutch certificates of birth of their children (or none at all) are ever applied for and registered, might further elucidate the subject.

I may add that nine of the Sheikhs of Javan pilgrims gave separately written solemn declarations to the effect that 115 pilgrims, comprising all those who received free passages, were of British nationality. This appeared to be the best means available for deciding as to the applicants' claim for relief.

I should lastly state that a list is now kept in this Consulate of such (British) Malays as care to come forward and register themselves on arrival for each pilgrimage. The list shows the individual's name, father's name, country or place of birth, and name of Sheikh (and date and ship's name of arrival will now be added), and if bearer of a pass, remarks their own. It is the duty of a Malay cavass of the Consulate to induce British subjects to register themselves, but no compulsion is or can be exercised and the Sheikhs refuse any co-operation.

It remains for the Straits Settlements Government to consider the question whether a system of compulsory registration should be adopted, or whether, as has been the case with British India, it shall continue voluntary.

Vice-Consul Mohammad Hussain's Report on the pilgrimage of 1897 has just been forwarded to the Viceregal Government, and I quote the following passage:—

"The Turkish authorities here do not see the passports brought by the pilgrims from their country, and the Turkish passes, or 'tezkera-i-morur,' is given to them without any inquiry, simply by their paying a fee of 1:2 rupees per head. Thus, the Indian pilgrims consider the passports which they bring from India quite useless and unnecessary, and therefore do not care to deposit the duplicates in the Consulate. In the year under report, out of 3,780 Indians who landed at Jeddah only 1,010 delivered their passports to the officers of the Consulate. Under these circumstances, the distribution of pilgrim passports in India is quite unnecessary. But if the practice of granting passports to the Indian pilgrims be continued, with this modification that the pilgrims be required to register their passports in this Consulate on arrival, and to have them *visé* on departure under pain of some penalty in case of failure by examining their passports on their arrival in India, the following benefits can be derived:—

"1. The exact number of arrivals and departures can be ascertained.

"2. Pilgrims can get all the necessary information about the selection of their 'motawwifs,' &c., from the Consulate.

"3. The Consulate can have a record of every pilgrim with his 'motawwifs'' name and his whereabouts, and in case of any necessity for help it can be rendered more easily and quickly than at present.

"4. The whereabouts of every pilgrim being known, very large sums of money belonging to the estates of the deceased pilgrims, which now without any knowledge of the Consulate pass to the hands of the 'motawwifs,' can easily be recovered and sent to India for the benefit of the rightful heirs."

I should add that though, by the adoption of the Vice-Consul's suggestion, chaos would be reduced to order, and the work of this Consulate greatly simplified, I feel far from sanguine as to this result. The Straits Settlements Government, however, is, I venture to think, in a different position from the British Indian Government in respect of the pilgrimage, and similar political considerations do not apply, whilst I would beg leave to urge that the compulsory registration of Dutch Malays has been found to work most successfully. The number registered at that Consulate during the three years 1895–97 were 7,128, 11,788, and 7,075.

To return to the list of Malays registered as British, or as originally from independent States, in the pilgrimage of 1314 A. H. (1896–97), 619 names (and six passports only were produced) were entered, but almost all of these had left the country before the 31st August, having been able to provide for their own return. About ten only of those on this list received a free passage by the steam-ship "Cyclops."

I have, &c.
(Signed) G. P. DEVEY.

Inclosure 2 in No. 228.

Declarations of Pilgrim Sheikhs.

(Translation.)

1. I HEREBY declare that the above-named pilgrims (eight adults and two children from Penang) are British subjects, and I am certain and responsible for this fact.

(Signed) SALEH HADRAMI.

2. That the above-named pilgrims (twenty-three adults and one child from Singapore) have declared themselves to be British subjects, and I recognize them so since the day of their arrival at Jeddah, and therefore I bear witness to this fact.

(Signed) BEKER KHAMIS.

3. That the above-named pilgrims (twenty adults from Singapore, two from Penang, and three from Colang) are recognized by me since their arrival at Jeddah, and they have all this time declared themselves as British subjects, to which fact I bear witness.

(Signed) SULEIMAN AZAYA.

4. I, the Undersigned, undertake responsibility of the above-named pilgrims (sixteen adults from Singapore) being British subjects, and if on their arrival at their country they are found to be Dutch subjects, I bind myself to pay up their passage-money.

(Signed) AHMED ABDUL JABBAR.

5. The Undersigned, Sheikh Ahmed Azheri (Felimban), undertake responsibility that if the above-named pilgrims (five adults, four from Singapore and one from Colang) were not proved British subjects, I would be responsible to pay up their passage-money.

(Signed) Sheikh AHMED AZHERI.

6. The above-named pilgrims (nine adults from Singapore) have declared themselves to be British subjects, and so I recognize them since their arrival at Jeddah, to which fact I hereby bear witness.

(Signed) HUSSEIN MOOSA.

7. The above-named pilgrims (three adults and one child from Singapore, and five adults from Penang) have declared themselves British subjects, and so they are recognized by me since their arrival at Jeddah, on which fact I bear witness hereby.

(Signed) MOHAMMED HASSAN MOOSA.

8. The above-named pilgrims (five adults from Singapore—Baro Musjid) are British subjects, and I am leaving for Singapore with them, because if they refused to be British subjects there I be responsible to prove the fact.

(Signed) HASHIM BABA KALI VAOO.

9. The above-named nineteen pilgrims are British subjects and residents of Singapore, and I hereby bind myself to be responsible for the passage-money and all other expenses if they are not proved to be British subjects on their arrival at Singapore.

(Signed) Sheikh SULEIMAN KAUDAL.

No. 229.

Board of Trade to Foreign Office.—(Received December 11.)

Sir, *Board of Trade, December* 10, 1897.

WITH reference to Mr. Berrington's letter of the 12th ultimo upon the subject of an alleged prohibition of the importation of China, Ceylon, and Indian teas at

Oporto, I am directed by the Board of Trade to request that you will state to the Marquess of Salisbury that Mr. Thomson has again addressed them thereon. The Board would therefore be glad to be favoured with any information in the matter which may be received by the Secretary of State as speedily as possible.

I am, &c.
(Signed) T. H. W. PELHAM.

No. 230.

Foreign Office to Local Government Board.

Sir, *Foreign Office, December* 14, 1897.

I AM directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Local Government Board, a copy of a letter from the India Office,* forwarding a despatch from the Government of India, from which it will be observed that considerable difficulty is found in carrying out the conditions of the Venice Convention relative to the examination, *on shore*, of all persons sailing from infected ports of India westward.

The Government of India therefore propose that the examination should take place *on board* in cases where a strict adherence to the rule laid down in that Convention would occasion delay and difficulty.

A copy of a Memorandum which has been drawn up in this Department is also inclosed,† and I am to request that his Lordship may be favoured with the observations of the Board's chief medical officer on this point and on any medical considerations raised in the papers.

I am, &c.
(Signed) F. H. VILLIERS.

No. 231.

The Marquess of Salisbury to Lord Cromer.

(No. 87. Commercial.)
My Lord, *Foreign Office, December* 15, 1897.

I HAVE received your despatch No. 48, Commercial, of the 27th ultimo, and I approve the terms of the draft Circular which the Egyptian Government propose to issue to the Powers on the subject of the lighting of the Red Sea.

I am, &c.
(Signed) SALISBURY.

No. 232.

The Marquess of Salisbury to Mr. Thornton.

(No. 36. Commercial.)
Sir, *Foreign Office, December* 15, 1897.

WITH reference to my despatch No. 33, Commercial, of the 20th ultimo, I transmit to you herewith copy of a further letter from the Board of Trade relative to the alleged prohibition of the importation of China, Ceylon, and Indian teas at Oporto as a precautionary measure against the plague.‡

I have to request you to furnish me with a report on the subject at as early a date as possible.

I am, &c.
(Signed) SALISBURY.

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* No. 214. † No. 225. ‡ No. 229.

No. 232*.

Vice-Consul Alban to the Marquess of Salisbury.—(Received December 17.)

(No. 93. Commercial.)
My Lord, *Alexandria, December* 10, 1897.

WITH reference to my despatch No. 92 Commercial of the 8th instant, I have the honour to forward herewith a copy of a report by Dr. Morrison on a meeting of the Quarantine Board which was held on the 7th instant, at which the most important matter discussed was the question whether sheep and cattle of healthy origin on board a vessel which had subsequently touched at a port infected by cattle plague were to be regarded as infected.

The Board decided that logically such animals must be regarded as in the same position as animals embarked at the infected port, and that, the importation of sheep and cattle from Syrian ports into Egypt being prohibited, cattle from healthy countries on board vessels which subsequently communicated freely with Syrian ports must also be refused admission into Egypt.

I voted with the majority in support of the views of the Egyptian Delegates.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosure in No. 232*.

Dr. Morrison to Vice-Consul Alban.

Sir, *Alexandria, December* 7, 1897.

AT the usual monthly meeting of the Quarantine Board held to-day, the most important item on the "ordre du jour," although last discussed, had reference to the further history of the Russian steamer "Cesarevitch."

It will be remembered from the Report that I sent two days ago, that this vessel arrived in Port Said on the morning of the 4th December with 20 oxen and 100 sheep from Odessa. She had however touched at some Syrian port before her arrival at Port Said where she wished to disembark her cattle.

The "Commission Permanente" which met late on the same day, decided to refuse permission to land the animals as they were contaminated by their call at a Syrian port. The animals which had already been discharged into a lighter, had to be reshipped; and the vessel came on to Alexandria.

The Russian Delegate (Mr. de Villiers), now requested that permission be granted to discharge the animals in quarantine at Alexandria for immediate slaughter.

The President laid before the Board an account of the proceedings in regard to this vessel (already mentioned in my previous report), and invited discussion.

On behalf of the "Cesarevitch," it was urged that in the Syrian port she had embarked only three horses in quite a separate division of the vessel, that these horses had been disembarked at Alexandria, and that horses carried no bovine typhus. Otherwise the disembarkation would not have been allowed here. This view was supported by the Russian Delegate, and also strongly by the Turkish Delegate (Dr. Duca.)

On the other side it was laid down quite plainly by the President and others, that a vessel obtains her bill of health, not from the port of origin, but from the last port of call. If a vessel leaves the Far East, and calls at Bombay, then, unless her operations at Bombay are carried out in quarantine, she arrives at Suez with a bill of health, not from the Far East, but from Bombay.

In like manner the "Cesarevitch" left Odessa with animals, called at a Syrian port where she conducted ordinary operations, including embarking and disembarking passengers; and accordingly on her arrival in Egypt, her bill of health is from Syria, not from Russia.

As Syrian ports are infected ports for animals, and as animals from Syrian ports are refused in Egypt, it follows that animals brought in vessels that have communicated with Syrian ports are also prohibited in Egypt.

It was also mentioned that in view of the action of Messrs. D'Ervien and Telemat frères against the Egyptian Government for prohibiting entirely Syrian animals, an

action that may some day come on for hearing, it behoved the Quarantine Board to carry out the Regulations against Syria in their strictest sense.

The voting ensued and resulted as follows:—

For granting permission to land the animals:—

Delegate for Russia
" " France } 3.
" " Turkey

Against—

Delegate for England
" " Germany
" " Austria
" " Sweden
" " Belgium } 8.
" " Holland
Inspector General (Dr. Ardouin)
Health Officer, Alexandria (Dr. Gotschlich)

Abstained from voting:—

Delegate for Italy
" " Denmark } 2.

Remarks by President on recent Inspection.

The Commission that lately proceeded to Tor for arranging the installations there, will by and by present a Report. On leaving Tor, the President visited Suez, Moses Wells, Port Said, Damietta, &c.

At Suez.—A laboratory for the doctors is needed; three rooms in the office can be used, and a small sum of a few pounds will be necessary for getting them in order.

At Moses' Wells.—From the landing stage to the buildings, a distance of 300 or 400 metres through heavy sand, it is very difficult to transport baggage, a small railway similar to the railway at Tor is necessary. The Finance Committee will have to be consulted on this.

At Port Said.—The Director there says he has great need of a steam-launch, as there is often considered delay in giving ships pratique in a rowing boat in rough weather. He estimates the additional expense as trifling. This matter also will be referred to the Finance Committee.

At Damietta.—Everything is in ruins. The lazaret is 3 kilom. from the sea, the reis usually gives pratique, as the doctor believes the place dangerous. There are no disinfectants. A large number of sailing vessels call there, and in the case of cholera in the Mediterranean, the danger to Egypt might be serious. This matter will have to be studied, and the Board will have to formulate a règlement for cholera in the Mediterranean, an omission made by all the Conferences in Venice and elsewhere.

At Alexandria.—The distance from the quarantine buildings to the vessels in the outer harbour is considerable, and the President will require a small sum for building a little place at the end of the mole.

The Sanitary Agent at Rawayah.

Rawayah or Ras Rawayah is a small place in the Red Sea about 140 miles north of Suakim; vessels go from Bombay to Jeddah with pilgrims, and cross over to Rawayah to load salt as cargo or even as ballast for the return journey. Last year, after the outbreak of plague at Jeddah, a sanitary agent was established there. On the advise of the President, it was resolved to keep him there provisionally.

All Directors of Quarantine Offices, doctors and veterinary surgeons be allowed private practice?

A longish and rather rambling discussion took place on this point. Every one was of opinion that if doctors and veterinary surgeons are allowed no practice, they would very soon stagnate, and their services to the Quarantine Board would be distinctly less valuable. In the end it was unanimously agreed that they may all engage in private practice so long as it does not interfere with their duties, and that n case of abuse, the privilege might be withdrawn without any chance of compensation.

Report of Dr. Zachariades on the 1897 Pilgrimage.

There were only a few observations offered regarding this. I think it best to send a special report on this soon.

I have, &c.
(Signed) ARTHUR MORRISON.

No. 233.

Mr. Bland to the Marquess of Salisbury.—(Received December 17.)

(No. 72. Commercial.)

My Lord, *The Hague, December* 16, 1897.

WITH reference to Mr. Howard's despatch No. 72, Commercial, of the 23rd October last, I have the honour to transmit to your Lordship herewith, copy of a note addressed to me by the Netherland Minister for Foreign Affairs to the effect that he has been informed by the Minister for the Colonies that it is not possible as yet to specify the date on which the new Pilgrim Traffic Regulations will come into force in Netherlands India.

His Excellency, however, adds that the Minister for the Colonies has acquainted the Governor-General of Netherlands India with the desire expressed by Her Majesty's Government, and that as soon as a date is fixed he will communicate it to Her Majesty's Legation.

I have, &c.
(Signed) GODFREY BLAND.

Inclosure in No. 233.

M. de Beaufort to Mr. Bland.

Ministère des Affaires Étrangères,
M. le Chargé d'Affaires, *le* 15 *Décembre*, 1897.

PAR son office du 23 Octobre dernier, Mr. Howard a bien voulu me demander à quelle date les nouveaux Règlements sur le transport des pèlerins en conformité avec les dispositions de la Convention Sanitaire de Venise de cette année entreront en vigueur dans les Indes Néerlandaises.

En réponse, j'ai l'honneur de vous faire savoir que d'après ce que me mande le Ministre des Colonies cette date ne peut pas encore être fixée.

Toutefois, M. Cremer a fait part du désir de votre Gouvernement au Gouverneur-Général des Indes, et aussitôt que la date précise sera connue je m'empresserai de la porter à votre connaissance

Veuillez, &c.
(Signé) W. H. DE BEAUFORT.

No. 234.

Board of Trade to Foreign Office.—(Received December 17.)

(Confidential.)

Sir, *Board of Trade, December* 15, 1897.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd ultimo, marked Confidential, on the subject of the proposed establishment of lights in the Red Sea, in which you inclose copy of a letter from Yanko Bey making certain proposals on behalf of Messrs. Collas and Michel with a view to the construction of lighthouses by them, and inquire whether the Board are of opinion that these proposals offer a better prospect of an advantageous arrangement being come to than Lord Cromer's scheme for the placing of lightships by the Egyptian Government outside the Turkish jurisdiction.

In reply, I am to state, for the information of the Marquess of Salisbury, that, as regards the intrinsic merits of the two schemes, there can, in the opinion of the Board of Trade, be no doubt that lighthouses, as proposed by Yanko Bey, would be far more effective and beneficial to shipping than the lightships proposed by the Egyptian Government.

From Lord Cromer's despatch of the 7th June last, copy of which accompanied your letter of the 25th June, it appears that his proposal was that two lightships should be placed by the Egyptian Government, one near Mocha and the other near Abu Ail. Your present letter speaks of three lightships, but the Board have no information as to the proposed position of the third lightship. Taking the two sites specified by Lord Cromer, the Board are advised that while a lightship off Mocha would to a great extent meet the requirements of the trade, the lighthouse proposed by Yanko Bey would be still more beneficial to navigation, inasmuch as its range, of 20 miles, would illuminate an area continuous to that covered by Perim light, would reach the outer edge of the Scilla shoals, and would be within 15 miles of the visible arc of the proposed lighthouse on Abu Ail. With regard to Abu Ail, a lightship in the vicinity would of necessity have such a limited range that it would not guard either the dangerous and submerged Avocet Rock or the low-lying Mushijera Rock, both of which rocks are in the direct approach to Abu Ail. Those rocks would, however, be well within the range of the proposed lighthouse. In addition to these lighthouses at Mocha and Abu Ail, the scheme put forward by Yanko Bey provides for lighthouses at Zebayer and Zibbel Teer, the lighting of which sites has been approved by foreign countries, and has often been pressed for by the trade, and would be of considerable benefit to navigation.

Taking the proposals of Yanko Bey as a whole, the Board are advised that, if they could be carried out, they would confer very great advantages on navigation, and that the erection of the proposed lighthouses and the addition of a lighthouse on Duoin Island with a range of 10 miles would reasonably provide for the requirements of the trade passing through the southern portion of the Red Sea.

In making the above observations, the Board of Trade have confined themselves to the purely navigational point of view, and they do not desire to enter at the present stage upon the financial questions involved beyond expressing the opinion that any proposal for the additional taxation of vessels would meet with much opposition.

The Board are not prepared to advise as to which of the two schemes has the best prospect of being carried into effect within a reasonable period of time.

I am, &c.
(Signed) T. H. W. PELHAM.

No. 235.

India Office to Foreign Office.—(Received December 18.)

Sir, *India Office, December* 16, 1897.

WITH reference to previous correspondence, terminating with my letter of the 30th ultimo, respecting the new Aden Quarantine Rules, I am directed by the Secretary of State for India to forward copy of a telegram from the Viceroy of India on the subject.

It will be observed that reference is made to certain Rules which were sanctioned in October last; but apparently these latter, which will be found in the papers herewith inclosed,* do not alter the position of affairs. As, however, the Government of India will shortly be in possession of the correspondence on the subject, which explains fully the views held by the Marquess of Salisbury, Lord George Hamilton is disposed to think it may be advisable to instruct the Viceroy to leave matters on their present footing till the despatch on the subject, which left on the 2nd instant, has been received.

Should Lord Salisbury concur in this view, a telegram in this sense will be sent.

I am, &c.
(Signed) HORACE WALPOLE.

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* Not printed.

Inclosure in No. 235.

Government of India to Lord G. Hamilton.

(Telegraphic.) *November* 29, 1897.

YOUR telegram of 15th November.

Please see Rule 5 (*b*) of new Aden Quarantine Rules, in Inclosure No. 41, forwarded with our despatch of 4th November.

Do you desire any action to be taken with respect to this Rule pending receipt of despatch promised in your telegram?

No. 236.

Lord Cromer to the Marquess of Salisbury.—(Received December 20.)

(No. 49. Commercial.)
My Lord, *Cairo, December* 7, 1897.

I HAVE the honour to transmit to your Lordship herewith copy of a despatch which I have received from Mr. Vice-Consul Alban, drawing attention to the conduct of Mr. Jeremiah Barwise, master of the steam-ship "Glaucus," of the Ocean Steam-ship Navigation Company (Limited), who has been reported to the Quarantine Board as having made a false declaration on oath to the quarantine officers at Suez as to the last port touched at by his vessel, stating this to be Colombo, whereas it is admitted by the agents at Suez that the "Glaucus" had touched at Jeddah. Free pratique was thus, it is alleged, obtained by the "Glaucus" under false pretences.

It is further stated that no mention of Jeddah could be found in the ship's log or papers, and that the last bill of health presented was from Colombo.

In face of the admission made by the agents at Suez that the "Glaucus" had in fact last touched at Jeddah, and of his professed ignorance as to why the ship had touched there, it would appear that little doubt can be entertained as to the facts of the case.

I have on several previous occasions drawn your Lordship's attention to the very serious detriment which is done to the interests of British shipping by attempts which have been made to evade the Regulations of the International Quarantine Board, and the suspicion which has unfortunately been justified by several most regrettable episodes, as to the *bona fides* of the declarations made by the masters of British ships, and it will be within your Lordship's memory that in his despatch No. 41, Commercial, of the 26th August last, Mr. Rodd drew attention to an anonymous article in a publication of such high standing as the "Practitioner," in which the writer openly declared that it was the interest of ships' doctors and masters to deceive the quarantine authorities.

If, as appears to be the case, it can be established that the master of the "Glaucus" has deliberately made a false declaration on oath, I trust that the Board of Trade may find it possible to make a signal example of all who are responsible in the interests of British shipping passing through the Suez Canal.

Mr. Alban has already, on the 4th instant, telegraphed to your Lordship, pointing out the alleged omission of entries in the ship's official log, but it is not impossible that this omission may have been rectified after the departure of the vessel from Suez, and may therefore now be somewhat difficult to establish. But I would also submit for consideration whether the master of the "Glaucus," in making, as he appears to have done, a false declaration on oath, has not been guilty of constructive perjury, and rendered himself liable to its penalties.

I have, &c.
(Signed) CROMER.

P.S.—Since writing the above, I have received a letter from the agents of the "Glaucus" at Port Saïd, in which they state that full information was furnished by the Captain to the boarding officer as to his visit to Jeddah, and the number of pilgrims landed there, and make a charge against this officer, implying that the suppression of the information was due to him, as he would have had to put himself in quarantine if the ship had been quarantined. They also state that Jeddah was entered in the log, and that a bill of health from that port was presented.

I have sent this letter to Mr. Alban.

C.

Inclosure 1 in No. 236.

Acting Consul-General Alban to Lord Cromer.

(No. 105.)

My Lord, *Alexandria, December* 4, 1897.

WITH reference to my despatch No. 86 of the 21st August last to Mr. Rodd, I have the honour to bring to your Lordship's notice the following circumstances.

Dr. Ruffer communicated to me yesterday (unofficially) a letter addressed to him by Dr. Ferrari, Director of the Quarantine Office at Suez, a copy of which I inclose, forwarding a dossier containing seven documents, of which I have also the honour to inclose copies, relating to a very serious charge against Mr. Jeremiah Barwise, master of the British steam-ship "Glaucus," belonging to the Ocean Steam-ship Company (Limited), of which the managing owner is Mr. Alfred Holt, of 1, Indian Buildings, Liverpool.

The facts are as follows:—

The "Glaucus" arrived at Suez on the evening of the 23rd ultimo, and was admitted to free pratique.

On the 24th ultimo, apparently after the departure of the "Glaucus," Dr. Ferrari heard that the last port at which the "Glaucus" had called before reaching Suez was Jeddah, and not Colombo, as had been reported officially. He therefore made an official inquiry into the matter.

On the 25th ultimo he addressed to the Suez representative of Messrs. W. Stapledon and Sons, the agents of the steamer, a letter, in which he inquired at what port the "Glaucus" had last touched. The reply, which was written at the foot of Dr. Ferrari's letter, and which I have seen in original (Inclosure No. 5), was that the last port of call was Jeddah.

The doctor who had given pratique and the guardian who had accompanied him stated (see Inclosures Nos. 4 and 7) that the master of the "Glaucus" and a clerk in the employment of Messrs. Stapledon, named Mula, on being asked whether the vessel had been at Jeddah, replied in the negative; that the master, when filling up the "interrogatoire" under oath, was asked to state all the ports at which the "Glaucus" had called after leaving Yokohama, and gave Colombo as the last (see Inclosure No. 2, of which the original has been shown to me); that no mention of Jeddah could be found in the ship's logs or papers, and that the last bill of health which could be found was that of Colombo.

I have the honour to observe that the above facts establish *primâ facie* a very serious case of deception on the part of the master of the "Glaucus." Leaving aside the statements of the doctor and the guardian as to the verbal communications which passed, although they are entitled to due weight as made by responsible officials, there remains strong evidence in support of the charge.

The agent's statement that the vessel had touched at Jeddah may be taken, under the circumstances, as sufficient proof that this was the case, and, no doubt, Dr. Ferrari had other proofs on this point. The omission of Jeddah as a port of call in the master's sworn interrogatory was, therefore, an obvious *suppressio veri*.

As regards the official and ship's log-books, it is possible that the doctor, although I am told that he knows English well, did not know where to look for the entries respecting Jeddah. In the official log-book they would have appeared in connection with the Rules respecting draught of water and freeboard under "The Merchant Shipping Act, 1894." It is also quite probable that these entries were not made until *after* the vessel had left Suez.

I am told by masters that this practice is not uncommon in the case of vessels touching at Russian and other ports where the quarantine Rules are severe.

I immediately telegraphed to the Foreign Office (a copy of telegram inclosed), in the hope that on the arrival of the "Glaucus" at London some irregularity might be found in her official log-book, for which a heavy penalty could be enforced.

In view of the extremely serious nature of the case and the unfortunate consequences which result from similar acts of deception, and which have been fully pointed out in my despatch to Mr. Rodd, referred to above, and previous reports by myself and Sir James Mackie, I have abstained from communicating with Messrs. Stapledon and Sons, thinking that the matter should be placed at once in your Lordship's hands, in order that a strict inquiry may be held, and that steps may be taken to punish severely the master of the "Glaucus," if it be shown, as I fear will be the case, that he has wilfully deceived the quarantine officials.

The probable motive for the deception is that if the "Glaucus" had landed pilgrims

from the East at Jeddah, which is not yet known, she would have been liable to disinfection at Moses' Wells.

I have, &c.
(Signed) ARTHUR D. ALBAN.

Inclosuer 2 in No. 236.

Dr. Ferrari to Dr. Ruffer.

M. le Président, *Suez, le* 26 *Novembre*, 1897.

J'AI l'honneur de vous remettre ci-joint sept pièces composant le dossier de l'enquête faite par moi relative au steam-ship "Glaucus."

Le 24 courant il m'a été rapporté que le steam-ship "Glaucus" avait, pour une raison restée jusqu'ici inconnue, relâché au port de Djeddah.

Ayant interpellé à cet effet M. le Dr. Mazaraki, Médecin de Service, et après avoir pris connaissance en idiome Anglais dûment rempli et signé sous serment par le Commandant même, il résulte clairement que malgré toutes les investigations auxquelles ce médecin s'est livré, M. le Capitaine Barwise a réussi, par tous les moyens possibles, à tromper le Service Quarantenaire.

Considérant que les navires de cette Compagnie relâchent presque tous, à cette saison, à Djeddah pour y débarquer des pèlerins provenant de l'Extrême Orient il y a tout lieu de croire que le steam-ship "Glaucus" ait touché le port précité pour la même raison et que le Commandant ait cherché à esquiver les mesures de désinfection aux Sources de Moïse.

J'ai cru par conséquent devoir ouvrir une enquête sur cette affaire, de laquelle je conclus que nonobstant toute la sévérité et la ponctualité avec lesquelles notre médecin a agi dans cette circonstance, le Commandant Barwise a commis une grave infraction qui pourrait avoir des conséquences sérieuses.

D'autre part, la conduite de M. le Capitaine Barwise pourrait être l'objet d'une protestation de la part des armateurs du vapeur Hollandais "Voorwaarts" qui se trouvait à Djeddah en même temps que le "Glaucus." Le "Voorwaarts" a été désinfecté à la station des Sources de Moïse.

Par ces motifs j'ai l'honneur de soumettre cette affaire à votre haute appréciation pour les fins que vous voudrez bien juger opportunes.

Veuillez, &c.
Le Directeur,
Medécin-en-Chef,
(Signé) DR. FERRARI.

Inclosure 3 in No. 236.

Interrogatory of Captain Barwise.

THIS day hath appeared at this office Captain Barwise to reply under oath to the following interrogatories:—

Swear that you will speak the truth.—*A.* Yes.

1. *Q.* State your Christian and surname, nationality, and rank.—*A.* Jeremiah Barwise; British; Captain.

2. *Q.* Where do you come from?—*A.* Yokohama, Hiogo, Moji, Singapore, Penanga, and Colombo.

3. *Q.* To what port are you bound?—*A.* London.

4. *Q.* Did you obtain at your port of departure or at any intermediate ports a bill of health or other documents?—*A.* Yes.

5. *Q.* State your flag; also name and tonnage of your vessel.—*A.* British; "Glaucus;" 3,590.

6. *Q.* State nature of your cargo.—*A.* General.

7. *Q.* Did you load at more than one port?—*A.* Yes.

8. *Q.* State date of departure.—*A.* October 9th from Yokohama.

9. *Q.* Was the public health good in the port or ports where you loaded or have been stationed?—*A.* Yes.

10. *Q.* Have you communicated while at sea with any other vessel? State bearings, nationality of vessel, and whence she hailed.—*A.* No.

11. *Q.* Give number of crew and passengers as stated on your bill of health and in your articles of agreement.—*A.* Sixty-five.

12. *Q.* Have you the same number as you had when you left Yokohama, and are they the same men or have any been changed? If so, state reasons.—*A.* Yes.

13. *Q.* Have you had any invalids on board, or have you now any on board?—*A.* No.

14. *Q.* Have any of your passengers or crew died during the voyage or in port, on board, or on shore.—*A.* No.

15. *Q.* State to whom your vessel and cargo is consigned.—*A.* Stapledon and Sons.

Time of free pratique, 8·30 P.M.

Done at Suez, the 23rd November, 1897.

(Signed) J. BARWISE, *Master.*

Written on back.—Three Chinese firemen embarked at Suez to proceed to Singapore with one of the Company's steamers.

(Signed) J. BARWISE, *Master.*

Inclosure 4 in No. 236.

Dr. Ferrari to Dr. Mazaraki.

M. le Docteur, *Suez, le 25 Novembre*, 1897.

LE steam-ship "Glaucus," arrivé sur cette rade dans la soirée du 23 courant à 8·30 soir, après avoir relâché à Djeddah, ayant été admis en libre pratique par vous, je vous saurai gré de me faire savoir si après vérification des papiers et registres du bord vous avez pu constater pour quel motif ce navire a-t-il relâché au port sus-indiqué et quel est-il?

Veuillez, &c.
Le Directeur,
Médecin-en-chef,
(Signé) DR. FERRARI.

Inclosure 5 in No. 236.

Mohamed Saka to the Quarantine Officer at Suez.

M. le Directeur, *Le 26 Novembre*, 1897.

J'AI l'honneur de porter à votre connaissance que le 23 courant à 8 heures soir je me suis rendu en compagnie de M. le Dr. Mazaraki à bord du navire "Palawan." Après avoir terminé la visite médicale, nous nous sommes rendus, dans le canot à vapeur de la Compagnie Stapledon, qui nous attendait, à bord du navire "Glaucus." Le Commandant de ce dernier navire a déclaré que le dernier port de relâche était Colombo; M. Mula, employé de la même Compagnie, a confirmé cette déclaration en disant que le "Glaucus" arrivait de Colombo directement à Suez. M. le Dr. Mazaraki a exigé alors la production de tous les papiers du bord. Après examen minutieux de toutes ces pièces, il a donné la libre pratique après que la formule sanitaire "reconnaissance" en idiome Anglais, ait été rempli par le Commandant.

(Cachet) MOHAMED SAKA.

Inclosure 6 in No. 236.

Dr. Ferrari to Captain Smith.

M. l'Agent, *Suez, le 25 Novembre*, 1897.

J'AI l'honneur de vous prier de vouloir bien me faire savoir quel a été le dernier port de relâche du steam-ship "Glaucus," arrivé sur cette rade le 28 courant à 8·30 soir et provenant de Yokohama.

Veuillez, &c.
Le Directeur,
Médecin-en-chef,
(Signé) DR. FERRARI.

Dernier port Djeddah.
(pp. Wm. Stapledon and Sons)
(Signé) J. SMITH.

Inclosure 7 in No. 236.

Dr. Ferrari to Captain Smith.

M. l'Agent, *Suez, le 26 Novembre*, 1897.

J'AI l'honneur d'accuser réception de votre réponse en date d'hier à ma lettre de même date, par laquelle vous avez bien voulu m'informer que le steam-ship "Glaucus," arrivé sur cette rade le 23 courant à 8·30 soir, avait relâché à Djeddah.

Je vous saurai gré, M. l'Agent, de vouloir me faire savoir pour quel motif le susdit navire a dû s'arrêter à Djeddah.

Veuillez, &c.
Le Directeur,
Médecin-en-chef,
(Signé) DR. FERRARI.

Je regrette mais j'ignore le motif de cette échelle.
(pp. Wm. Stapledon and Sons)
(Signé) J. SMITH.

Inclosure 8 in No. 236.

M. Mazaraki to Dr. Ferrari.

M. le Directeur, *Suez, le 26 Décembre*, 1897.

EN réponse à votre honorée du 25 courant, j'ai l'honneur de porter à votre connaissance que le soir du 23 courant, après avoir terminé la visite médicale à bord du vapeur "Palawan," de la Compagnie Péninsulaire, Mr. Mula, employé de l'Agence Stapledon, était venu à bord de ce navire pour me conduire au bateau "Glaucus," ancré sur cette rade après le P. & O. et depuis plus d'une heure.

Sachant par expérience que presque tous les navires de cette Compagnie "Blue Funnel," relâchent à Djeddah pour y débarquer des pèlerins de l'Extrême Orient, comme j'en ai déjà eu deux pendant mes gardes, les steam-ships "Ixiom" et "Patroclus," j'insistais sur la production de toutes les patentes dans le but d'y trouver celle de Djeddah et ne trouvant pas celle que je cherchais, je constatais que la dernière patente était celle de "Colombo." J'ai procédé donc à la visite et ayant trouvé tous en parfaite santé, je me suis rendu au salon du capitaine, en compagnie de Mr. Mula et du Gardien de service, Mohamed Saka, pour la rédaction de l'interrogatoire qui a été écrite de la propre main du Commandant; j'ai même insisté qu'il mentionne tous les ports de relâche après Yokohama, c'est-à-dire Ibiogo, Nioji, Singapore, Penang, et Colombo.

En même temps, j'examinais attentivement les papiers de bord, où j'ai constaté de nouveau que Djeddah n'y était pas mentionné.

En présence des assertions du capitaine auxquelles il y a lieu d'ajouter celles de Monsieur l'employé de Mr. Stapledon, et après vérification du registre du bord et des

patentes, comme dit plus haut, j'eus la certitude de me trouver en parfaite règle et d'admettre par conséquent le steam-ship "Glaucus" en libre pratique.

A toutes les réponses et renseignements obtenus, le Gardien Sanitaire, Mohamed Saka, était présent.

Veuillez, &c.
(Signé) D. MAZARAKI.

Inclosure 9 in No. 236.

Dr. Ferrari to Captain Smith.

Suez, le 26 Novembre, 1897.

M. l'Agent,

J'AI l'honneur de vous confirmer ma lettre en date d'hier, par laquelle je vous priais de me faire connaître quel était le dernier port de relâche du steam-ship "Glaucus" arrivé sur cette rade le 23 courant à 8·30 soir, et d'accuser réception de votre réponse de même date m'informant que ce navire avait relâché à Djeddah ainsi que de celle de ce jour à la mienne, portant à ma connaissance que vous ignorez le motif de cette échelle.

Je regrette de devoir constater que Mr. Barwise, commandant le steam-ship "Glaucus," qui a rempli lui-même la formule sanitaire ("reconnaissance") en idiome Anglais ait déclaré "sous serment" que son navire avait relâché seulement après Yokohama, aux ports de Hiogo, Moji, Singapore, Penang, et Colombo, et n'a nullement mentionné le port de Djeddah. Il a même répondu, par-devant témoin, sur la demande du Médecin Quarantenaire de service qu'il n'avait pas relâché à Djeddah.

En présence d'une infraction aussi grave des Règlements Quarantenaires je me suis vu obligé de procéder à une enquête sérieuse de laquelle il résulte que même Monsieur votre employé ait assuré notre Médecin de service que le "Glaucus" n'avait pas touché Djeddah. D'autre part, il paraît que le visa de patente ou voire même la patente délivrée par l'autorité Sanitaire de ce dernier port, n'a pas été présenté au Délégué de cette Administration et que les registres du bord ne mentionnaient pas ce relâche.

En me réservant le droit de transmettre cette enquête pour les fins requises au Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte, et d'attirer son attention sur les faits qui précèdent, je vous saurais gré, M. l'agent, de vouloir bien me prêter, comme par le passé, votre obligeant concours afin que les ces que j'ai l'honneur de vous signaler plus haut n'aient plus à se renouveler à l'avenir.

Veuillez, &c.
Le Directeur,
Medécin-en-Chef,
(Signé) DR. FERRARI.

No. 237.

Sir H. MacDonell to the Marquess of Salisbury.—(Received December 20.)

(No. 61. Commercial.)

My Lord,

Lisbon, December 10, 1897.

WITH reference to your Lordship's despatch No. 33, Commercial, of the 20th ultimo, I have the honour to state that I am informed by Her Majesty's Consul at Oporto that the importation of China teas at that port is subject to the restrictions laid down in the official Notice issued by the Portuguese Government on the 14th April last, which was transmitted to your Lordship in my despatch No. 18, Commercial, of the 19th April. According to the terms of this Notice, all articles mentioned therein are practically admitted to importation into Portugal after transshipment from England.

It would appear that the proper course for Mr. Thomson's agents to have adopted, should they really have reason to complain, as is stated in Mr. Thomson's letter to the Board of Trade, that the importation of India, China, and Ceylon teas is prohibited at Oporto, would have been to address a "Requerimento" or Petition to the proper local authorities, asking for a removal of the prohibition on the ground of its inapplicability under the Regulations.

The following explanation of the Regulations with regard to the importation of

teas from India, China, and Ceylon into Portugal on account of the bubonic pest has been supplied by the chief Sanitary officer here, and is to the effect that—

There is no prohibition on the importation of teas on complying with the conditions required.

Tea imported from India, China, and Ceylon to ports of Europe, and reshipped to Portugal, must be accompanied by a certificate legalized by the Portuguese Consular authority, stating that the tea has been landed six months before reshipment, name of vessel which brought it, and that no person who was in contact with it has been attacked by pest.

Tea reshipped at European ports, and not accompanied by certificate as above, will only be admitted after disinfection by mechanical ventilation at the lazaretto in Lisbon.

Tea imported direct from India, China, and Ceylon will only be admitted by order of the Minister of the Interior, after consulting the Board of Health, and if admitted, would be sent to the lazaretto for disinfection.

The disinfection at the lazaretto for tea may be for twenty-four or forty-eight hours; but that depends on the opinion of the Director of the lazaretto.

The Sanitary officer concluded, however, by saying that the Regulations with regard to imports from countries where the bubonic pest exists were altered by the "Aviso" (Circular) of the 14th April last, which is still in force.

I mentioned the matter to Senhor Barros Gomes at our last interview, and his Excellency replied that he would inquire into the matter with a view to rectifying any irregularity in the application of the existing Regulations.

I have, &c.
(Signed) H. G. MACDONELL.

No. 238.

The Marquess of Salisbury to Sir P. Currie.

(No. 82. Commercial.)

Sir,

Foreign Office, December 20, 1897.

I REFERRED to the Secretary of State for the Colonies your Excellency's despatch No. 47, Commercial, of the 14th July last, and inquired whether the Government of the Straits Settlements would provide the necessary funds for the permanent employment of a Malay cavass at Jeddah.

I inclose herewith a copy of Mr. Secretary Chamberlain's reply,* from which your Excellency will perceive that provision has been made for the permanent employment of the cavass in question at a salary of 18*l.* per annum.

I am, &c.
(Signed) SALISBURY.

No. 239.

Foreign Office to Colonial Office.

Sir,

Foreign Office, December 20, 1897.

I AM directed by the Marquess of Salisbury to transmit to you, to be laid before the Secretary of State for the Colonies, a copy of a despatch from Dr. Dickson, British Delegate on the Constantinople Board of Health, inclosing and commenting on the "Règlement Spécial applicable au Pèlerinage du Hedjaz de 1898."

As Mr. Secretary Chamberlain will remark, Dr. Dickson states that the Board of Health have no information as to what measures of precaution are taken against arrivals from Hindustan at the Straits Settlements, Hong Kong, and Ceylon, and I am to request that copies of the Regulations in force at these places may, if Mr. Chamberlain sees no objection, be furnished for transmission to Dr. Dickson.

I am, &c.
(Signed) G. N. CURZON.

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* Not printed.

No. 240.

Foreign Office to India Office.

Sir, *Foreign Office, December* 20, 1897.

I AM directed by the Marquess of Salisbury to transmit to you, to be laid before the Secretary of State for India, a copy of a despatch from Dr. Dickson,* British Delegate on the Constantinople Board of Health, inclosing and commenting on the "Règlement Spécial applicable au Pèlerinage du Hedjaz de 1898."

As Lord George Hamilton will observe, Dr. Dickson remarks that the Board of Health has no information as to what measures of precaution are taken against arrivals from Hindustan, Aden, and the Burmese ports, and I am to request that copies of the Regulation at these places may, if Lord G. Hamilton sees no objection, be furnished for transmission to Dr. Dickson.

The Aden Rules are, it is understood from your letter of the 16th September last and from subsequent correspondence, now under revision.

I am, &c.
(Signed) G. N. CURZON.

No. 241.

Board of Trade to Foreign Office.—(Received December 21.)

Sir, *Board of Trade, December* 20, 1897.

IN reply to your letter of the 4th instant, transmitting a copy of a telegram from the Acting Consul-General at Alexandria respecting a false statement made by the master of the steam-ship "Glaucus" to the quarantine authorities at Suez, I am directed by the Board of Trade to state, for the information of the Marquess of Salisbury, that the case does not appear to be one in which proceedings could be usefully instituted against the master.

The Board have no power to punish the master for a breach of foreign quarantine Regulations. Under Section 436 of "The Merchant Shipping Act, 1894," a penalty is provided for omission to make an entry as to the ship's draught of water at each port touched at.

It appears, however, that an entry as regards the Port of Jeddah has now been made, and the Board of Trade are advised that there is not sufficient evidence to prove that the entry was not in the log when the vessel was at Suez.

I have, &c.
(Signed) INGRAM B. WALKER.

No. 242.

The Marquess of Salisbury to Sir P. Currie.

(No. 85. Commercial.)

Sir, *Foreign Office, December* 21, 1897.

I TRANSMIT to your Excellency herewith a copy of a despatch from Mr. Alban, Acting British Consul-General at Alexandria, inclosing a Report by Dr. Chilton,† who was employed by the Alexandria Quarantine Board to inspect pilgrim vessels arriving at Tor, on the result of his inspection of several such vessels.

Dr. Chilton, as your Excellency will observe, criticises most unfavourably the sanitary conditions of these vessels, which he attributes partly to structural unfitness for the pilgrim traffic, and partly to their excessive overcrowding.

Amongst the number are two Turkish vessels, the "Moomet" and the "Abdul Kadir."

I request that your Excellency will instruct Dr. Dickson to communicate

* Inclosures in No. 227. † No. 119.

Dr. Chilton's report to the Sanitary Board and express the hope that steps may be taken to remedy as far as possible the laxities to which attention is called.

I am, &c.
(Signed) SALISBURY.

No. 243.

The Marquess of Salisbury to Lord Cromer.

(No. 88. Commercial.)

My Lord, *Foreign Office, December* 21, 1897.

I HAVE received Acting Consul-General Alban's despatch No. 91, Commercial, of the 16th ultimo, forwarding a Report by Dr. Chilton, as Medical Inspector of the pilgrim ships arriving at Tor, on the result of his inspection in several vessels coming from Jeddah. A copy of Mr. Alban's despatch is inclosed in print for convenience of reference.*

Dr. Chilton criticises most unfavourably the sanitary conditions of these vessels, which he attributes partly to their unfitness structurally for the pilgrim traffic, and partly to their excessive overcrowding.

Amongst the most flagrant cases, he mentions the "Fayoum's," an Egyptian vessel, which he describes as being in a thoroughly bad, unsanitary, and overcrowded state, and utterly unfitted for the pilgrim traffic.

I should be glad if your Lordship would bring this case to the knowledge of the Egyptian Government, if you have not already done so, and inform me how far the Egyptian law is, as it stands, sufficiently complete to supply a remedy for the state of things complained of.

I am, &c.
(Signed) SALISBURY.

No. 244.

Foreign Office to India Office.

Sir, *Foreign Office, December* 21, 1897.

I AM directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Secretary of State for India, a copy of a despatch from Mr. Alban, Acting British Consul-General at Alexandria, inclosing a Report by Dr. Chilton, Medical Inspector of the pilgrim vessels arriving at Tor, on the result of his inspection in several cases.*

As Lord George Hamilton will observe, Dr. Chilton criticises most unfavourably the sanitary conditions of several of these vessels, of which one, the "Husseinee," is an Indian ship from Bombay.

In her case, however, Dr. Chilton states that the general arrangements were excellent, but that they were quite marred by the disgraceful overcrowding.

I am, &c.
(Signed) G. N. CURZON.

No. 245.

Foreign Office to Board of Trade.

Sir, *Foreign Office, December* 22, 1897.

I AM directed by the Marquess of Salisbury to transmit to you herewith, for the information of the Board of Trade, a copy of a despatch from Mr. Alban, Acting British Consul-General at Alexandria, inclosing a Report by Dr. Chilton, Medical Inspector of the pilgrim vessels arriving at Tor, on the results of his inspection of several vessels during this year's pilgrimage.*

* No. 219.

It will be seen from a perusal of this Report that Dr. Chilton criticises most unfavourably the sanitary condition of these vessels, two of which, the "Magnet" and the "Manica," are British-owned.

In view of the probability that the Venice Convention will shortly receive the Queen's ratification, I am to inquire whether, in the opinion of the Board, the time has not now come for taking steps to provide Regulations, based upon that instrument and upon the decisions of the Paris Conference of 1894, for controlling British vessels engaged in pilgrim traffic when plying between foreign ports at which there are no adequate means of preventing gross abuse.

It will be recollected that a similar proposal formed the subject of correspondence between this Department and the Board of Trade in 1892 and 1893, and it was held at that time an Order in Council would supply the proper machinery for giving effect to such Regulations (see Board of Trade letter of the 25th March, 1892).

In view, however, of the approaching meeting of the Conference, which was held at Paris in 1894, no further action was taken in the matter at that time.

The general decisions of that Conference were, as you are aware, confirmed and enlarged, with special reference to the outbreak of plague in India, by the recent Conference at Venice in March last.

It will be seen by a reference to the Report of the British Delegates to the Venice Conference, copy of which was communicated to the Board on the 6th May, that a hope was expressed at the close of the sittings that the several contracting Governments would, as far as practicable, act upon the lines of the Convention without waiting for its ratification, and that this view was unanimously assented to.

Steps have, it will be seen from the inclosed correspondence with the Colonial and India Offices,* already been taken in India and the Colonies to give effect to this suggestion, and Regulations of this nature have been drawn up in India and in the Straits Settlements for the control of the pilgrim traffic. The former Regulations are already in force, and the latter are only awaiting the enforcement of the new Regulations in Netherlands India to be put into operation.

Similar Regulations have also been introduced by the Egyptian Government, and fresh Rules have been prepared by the Ottoman Sanitary Council for the control of the pilgrimage of 1898, but the latter, as Turkey is not a party to the Convention, are naturally of a less modern and satisfactory nature, from a scientific point of view, than could be desired.

Copies of all these Regulations are inclosed for convenience of comparison and reference, and Lord Salisbury would be glad, in view of the above considerations, to be favoured with the views of the Board as to the propriety of now taking some steps in the direction contemplated in 1892.

I am, &c.
(Signed) G. N. CURZON.

No. 246.

Foreign Office to India Office.

Sir, *Foreign Office, December* 23, 1897.

I AM directed by the Marquess of Salisbury to acknowledge the receipt of your letter of the 16th instant in regard to the new Aden Quarantine Rules, and to state in reply that his Lordship concurs in Lord G. Hamilton's proposal to instruct the Viceroy of India to leave matters as they stand pending the receipt of the despatch sent to him on the 2nd instant.

I am, however, to point out that, in view of the probability of the Venice Convention being ratified at an early date, it is most important that the rule to which exception is taken should be amended at the earliest moment possible.

I am, &c.
(Signed) G. N. CURZON.

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* Nos 36, 116, 170 and 227.

No. 247.

Yanko Bey to Foreign Office.—(Received December 23.)

Savoy Hotel, Embankment Gardens, London, December 23, 1897.

My dear Sir,

AS I shall be unable to defer much longer my return to my duties at Constantinople, I shall be extremely glad to have, as soon as possible, the official reply of the Foreign Office to the proposition made by me in regard to the construction of lighthouses in the Red Sea.

When I was last in London you informed me that the matter had been submitted to the Board of Trade, and that you would await their Report before giving me a final reply.

Believe me, &c.
(Signed) YANKO.

No. 248.

Board of Trade to Foreign Office.—(Received December 29.)

Sir, *Board of Trade, December* 28, 1897.

I AM directed by the Board of Trade to request that you will state to the Marquess of Salisbury that, owing to the wreck of the steam-ship "Aden" in June last on the eastern end of Socotra, the whole question of the better lighting of the Gulf of Aden has recently been under the consideration of the Board of Trade. This question has in former years formed the subject of correspondence between the Secretary of State and this Board, ending with the letter from this Department of the 5th November, 1890.

In order to enable them to ascertain the views of the trade in the matter, the Board invited representatives of the principal Shipping Companies affected to confer with them on the subject, with the result that a practically unanimous opinion of those present was expressed in favour of a light on Socotra, although one Company wished for a light on Guardafui as well, and thought that it should be erected first.

In view of this expression of opinion on the part of the shipping trade concerned, the Board consider that there is ground for proposing legislation to authorize the erection of lights in the Gulf of Aden, and the levying of dues in respect thereof. The Board have reason to believe that no objection will be raised to the payment of such dues by British vessels, and they would be glad if the Secretary of State would take such steps as he may think desirable with the view of ascertaining whether the foreign Governments whose vessels trade through the Gulf of Aden would be willing that dues should be levied thereon in respect of any lights which it may be decided to erect.

I am, &c.
(Signed) FRANCIS J. S. HOPWOOD.

No. 249.

The Marquess of Salisbury to Lord Cromer.

(No. 89. Commercial.)

My Lord, *Foreign Office, December* 30, 1897.

WITH reference to my despatch No. 87, Commercial, of the 15th instant, I transmit herewith, for your information, a copy of a letter from Yanko Bey,* who holds the position of Architect to His Imperial Majesty the Sultan, submitting two Memoranda, the second of which contains proposals for the construction of lighthouses on the Red Sea by Messrs. Collas and Michel, concessionnaires under the Sultan's Firman of 1881 of the right of building lighthouses on the Red Sea littoral.

* No. 247

MM. Collas and Michel offer to build the lighthouses which may be considered most necessary by Her Majesty's Government either on the basis of a tariff to be arranged by Her Majesty's Government, or on that of the proposal made to Rustem Pasha on the 16th January, 1891, under which Her Majesty's Government undertook to advise the Egyptian Government to pay to the Porte the annual sum of 20,000*l.* as interest on the capital outlay, and as a sinking fund.

These proposals were, as your Lordship will recollect, rejected by the Ottoman Government on the ground that the annual subsidy was insufficient.

MM. Collas and Michel would now require a somewhat higher subsidy for carrying out the work.

Bearing in mind that the Egyptian Government had not in 1891, as they subsequently did in 1894, consented to a reduction of the light dues by 40,000*l.* a-year, it is evident that they would now be less able than formerly to afford such a sum as 20,000*l.* a-year, nor would Her Majesty's Government, in my opinion, be entirely justified, in present circumstances, in suggesting the imposition of such an additional charge on Egyptian funds.

A copy of a letter to the Board of Trade transmitting Yanko Bey's proposals, and explaining the grounds on which I deem it inexpedient to entertain them, is inclosed herein, together with the Board's reply.*

As your Lordship will observe, the Board practically limit themselves to a repetition of the arguments in favour of lightnouses as opposed to lightships, and are advised that, could Yanko Bey's proposals be realized, they would confer great benefits on the shipping community and on navigation generally.

They do not, however, discuss the financial or political sides of the question, beyond stating that any proposals for additional taxation of shipping would meet with strong opposition.

The validity of the arguments advanced by the Board have, I think, never been disputed.

The scheme for the establishment of lightships advanced by Morice Pasha was only recommended by your Lordship as an alternative to be adopted owing to the difficulty anticipated in realizing the original plan of erecting lighthouses on Ottoman territory.

After full deliberation and consultation with Her Majesty's Ambassador at Constantinople, I came to the conclusion that the original scheme, although undoubtedly preferable, would entail too long delay and too great expense to admit of its prosecution. I therefore instructed you to take steps to obtain the consent of the Maritime Powers to the establishment of lightships.

I see no reason for reversing this decision, and have informed Yanko Bey that Her Majesty's Government are not in a position at the present moment to entertain the proposals which he has made.

A copy of my letter is inclosed.†

I am, &c.
(Signed) G. N. CURZON.

No. 250.

Foreign Office to Yanko Bey.

Foreign Office, December 30, 1897.

Sir,

I AM directed by the Marquess of Salisbury to inform you that Her Majesty's Government have carefully considered the proposals which you were good enough to submit on the 12th ultimo for the construction of lighthouses on the Red Sea littoral.

They regret that they are not, at the present moment, in a position to entertain them.

I am, &c.
(Signed) G. N. CURZON.

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* Not printed

† No. 250.

No. 251.

Sir P. Currie to the Marquess of Salisbury.—(Received December 31.)

(No. 102. Commercial.)

My Lord,

Constantinople, December 27, 1897.

I HAVE the honour to forward to your Lordship herewith copy of a despatch which I have received from the British Delegate on the Constantinople Board of Health respecting the wish of the Board that the departure of pilgrims from India for the Hedjaz and Mesopotamia should be prohibited.

I have, &c.
(Signed) PHILIP CURRIE.

Inclosure 1 in No. 251.

Dr. Dickson to Sir P. Currie.

(No. 80.)

Sir,

Constantinople, December 24, 1897.

I HAVE the honour to transmit to your Excellency herewith a letter that I have received from Dr. Cozzonis,* stating the wishes expressed by the Board of Health on the 14th and 21st instant with regard to the departure of pilgrims from India for the Hedjaz and Mesopotamia.

Dr. Vitalis read to the Board on the 21st an article published in the "Advocate of India" newspaper, stating that precautionary measures would be taken by the Indian Government on the departure of pilgrims, and the pilgrims allowed to embark only at Chittagong and at Kurrachee. I therefore requested the Board to state whether pilgrims that had embarked at those two ports would be received at Camaran, and after performing quarantine there would be allowed to proceed to Jeddah and Mecca. The Board replied affirmatively.

I have, &c.
(Signed) E. D. DICKSON.

Inclosure 2 in No. 251.

Extract from the "Advocate of India."

(Traduction.)

Calcutta, le 24 *Novembre*, 1897.

IL est notifié que le Gouvernement de l'Inde ne pense pas qu'il soit nécessaire que le pèlerinage au Hedjaz soit tout à fait suspendu pour la saison présente, mais comme la peste sévit avec extension dans la Présidence de Bombay, le Gouvernement considère qu'il est essentiel, eu égard aux opinions formelles de tous les Gouvernements Européens, y compris la Turquie, relatives au danger de la propagation de la peste en Europe, et au sujet du danger de la propagation de la peste par les pèlerins [?] partant des localités infectées et non-infectées de l'Inde, que les pèlerins soient soumis à des restrictions prévoyantes.

Le Gouverneur-Général prescrit que jusqu'à nouvel ordre, aucune personne résidant en permanence ou temporairement dans la Présidence de Bombay, à l'exception du Sind, ne soit autorisée à s'embarquer d'un port quelconque de l'Inde dans le but de se rendre en pèlerinage à La Mecque.

Le Gouverneur-Général prescrit encore qu'il ne soit permis à aucune personne de s'embarquer dans le but de se rendre à La Mecque en pèlerinage, excepté des ports de Kurrachee, dans le Sind, et de Chittagong, dans les provinces basses du Bengale, et à moins que et jusqu'à ce que telle personne ait été maintenue sous observation. Que ces billets de passage pour le Hedjaz ne soient pas rendus, excepté aux endroits prescrits pour la détention des pèlerins sous observation. Que toutes personnes qui sont entrées dans la Présidence de Bombay (à l'exception du Sind) dans le but de se rendre au Hedjaz, soient détenues dans un campement d'observation jusqu'à ce que le Médecin d'office s'assure que tout risque de manifestation de peste parmi ces personnes soit complètement écarté. Ces personnes seront ensuite envoyées à leur domicile.

* Not inclosed.

Quoique le Gouvernement de l'Inde ait décidé que le pèlerinage au Hedjaz pourrait être permis aux conditions de sécurités mentionnées ci-dessus, il est néanmoins convaincu que les personnes ayant l'intention d'accomplir le pèlerinage feraient bien de remettre leur projet jusqu'à une autre époque, à cause spécialement des Règlements sévères de quarantaine imposés par le Gouvernement Turc, et des inconvénients et fatigues auxquels probablement ils seront sujets à leur arrivée en Arabie.

Inclosure 3 in No. 251.

Wish expressed by the Constantinople Board of Health in its Sitting of December 2 (14), 1897.

VU l'existence et l'extension de la peste aux Indes ainsi que l'approche du pèlerinage, le Conseil Supérieur de Santé exprime le vœu que le Gouvernement des Indes maintienne la prohibition du départ des pèlerins pour les Lieux-Saints du Hedjaz et pour la Mésopotamie.

No. 252.

Board of Trade to Foreign Office.—(Received December 31.)

Board of Trade, December 30, 1897.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd instant, in which is transmitted a despatch from Her Majesty's Minister at Lisbon reporting as to the restrictions imposed on sanitary grounds on the import into Portugal of China, India, and Ceylon teas.

The information afforded by Sir H. MacDonell has been communicated to Mr. Thomson; and, in returning the despatch as requested, the Board desire me to express their thanks to the Secretary of State for having obtained this report.

I am, &c.

(Signed) FRANCIS J. S. HOPWOOD.